



eFTI Insights #2

eFTI Implementation for Member States

Wednesday, June 11 2025



Agenda

TIME	PROGRAMME	NOTE
14:30	Welcome and introduction	Enriko Laanemäe/Eva Killar (Estonian Ministry of Climate – eFTI4EU Project Coordinators)
14:35	How eFTI works in real life logistics <ul style="list-style-type: none">Why are the use cases helpful and how to read them?	Marco Gorini (CIRCLE) and Ulrika Hurt (DLK)
15:25	Authority Access Point – all you need to know <ul style="list-style-type: none">What is an Authority Access Point in eFTI contextHow to build itWhat are the optionsRecommendations	Benedikt Simon (BALM)
15:45	Q&A Session	
16:00	Conclusion	

Welcome and Introduction

Enriko Laanemäe/Eva Killar
(Estonian Ministry of Climate – eFTI4EU Project Coordinators)

How eFTI works in real life logistics

Marco Gorini (CIRCLE)

Ulrika Hurt (DLK)



How eFTI works in real life logistics

Why are the use cases helpful and how to read them?

Marco Gorini, Magellan Circle Italy
Ulrika Hurt, Digilogistika Keskus (DLK)

How eFTI works in real life logistics

- Session contents:
 1. Representative B2B use cases for road
 2. Representative B2A use cases for road
 3. Identification, Authentication and Authorization (IAA) in B2A use cases

Representative B2B use cases for road

Development of reference use cases by the European Commission

- Development process
 - Identification and prioritization of representative transport domains (road, rail, dangerous goods, etc.)
 - Identification and invitation of relevant experts and stakeholders to cooperate
 - Joint definition of representative B2B use cases
 - Workshops and review
 - Presentation of B2B use cases to DTTF (Member States representatives)
 - Definition of representative B2A use cases on top of B2B processes
 - Public presentations (DTLF and public webinars)

Presentation of reference B2B scenario (road + short sea navigation)



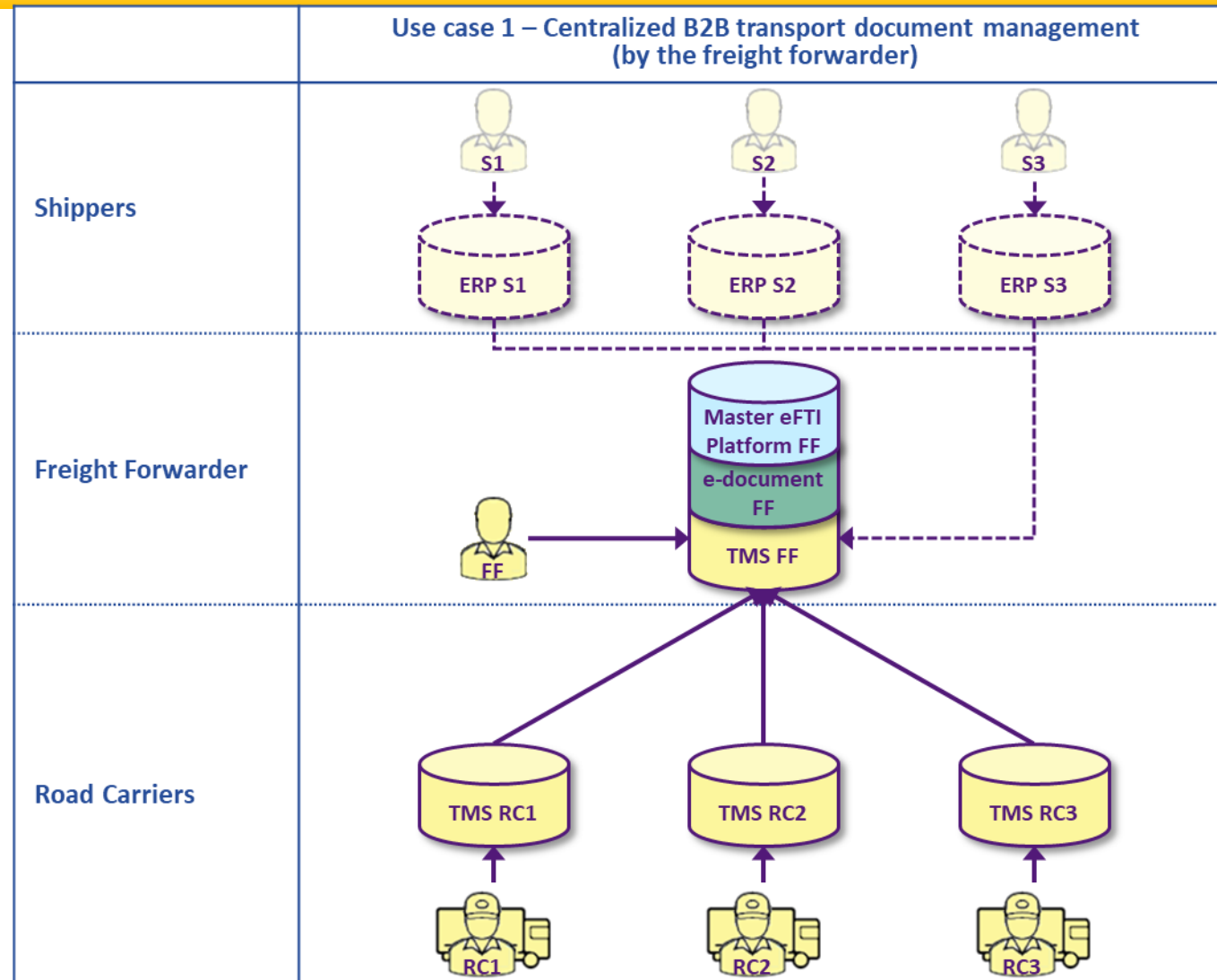
Presentation of reference B2B scenario (road + short sea navigation)

- S1 = Shipper 1 (consignment 1)
- C1 = Consignment 1 (yellow), A to G
- S2 = Shipper 2 (consignment 2)
- C2 = Consignment 2 (green), B to G
- S3 = Shipper 3 (consignment 3)
- C3 = Consignment 3 (pink), C to H
- FF = Freight Forwarder (serves S1, S2, S3, contracts RC1, RC2, RC3, SSL)
- CO1 = Consignee 1
- CO2 = Consignee 2
- RC1 = Road Carrier 1 (Finnish)
- RC2 = Road Carrier 2 (Swedish)
- RC3 = Road Carrier 3 (Swedish)
- SSL = Short-sea Shipping Line (Swedish)
- TM1 = Truck 1 (operated by RC1)
- TM2 = Truck 2 (operated by RC1)
- TM3 = Truck 3 (operated by RC2)
- TM4 = Truck 4 (operated by RC3)
- TE1 = Semi-trailer 1 (owned by RC1)

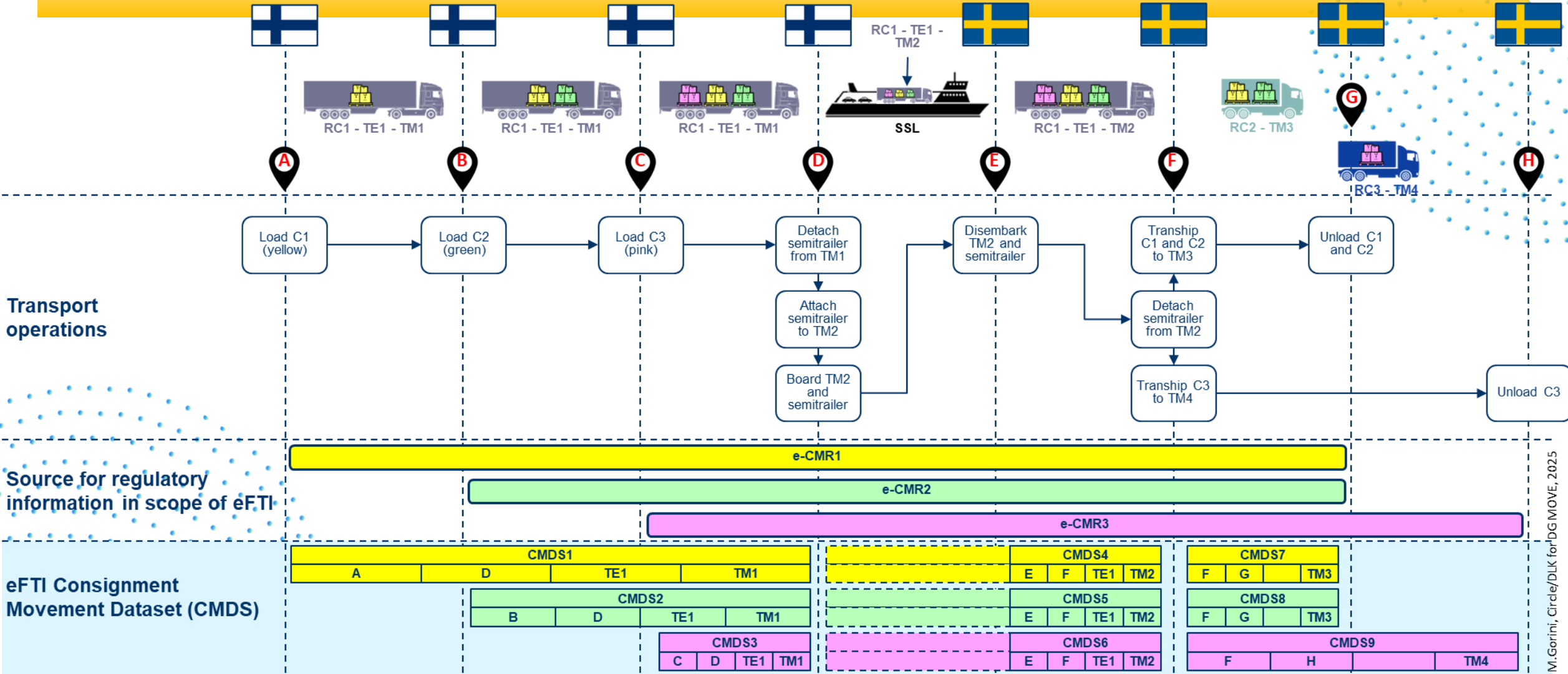
B2B use case 1 - Centralized B2B transport document management

- The freight forwarder (FF) acts as the single contractual carrier towards the shippers (carrier contracting without performing the carriage) and is in charge of managing all transport documents (on behalf of carriers)
- The freight forwarder operates an eFTI platform that implements both B2B services (e-CMR) and B2A services (eFTI) in an integrated way (in-house model)
- Each road carrier (RC1, RC2, RC3) operates a Transport Management System (TMS) acting as a tributary system of the master eFTI Platform operated by the freight forwarder
- The freight forwarder produces a single, end-to-end e-CMR per consignment (e-CMR1, e-CMR2, e-CMR3)
- For showing compliance with the transport regulation, the road carriers use the documents produced by the freight forwarder
- The eFTI platform of the freight forwarder features a mobile application used by all the drivers to collect signatures and to show the UIs and the human-readable versions of eFTI datasets

B2B use case 1 - Centralized B2B transport document management



B2B use case 1 - Centralized B2B transport document management

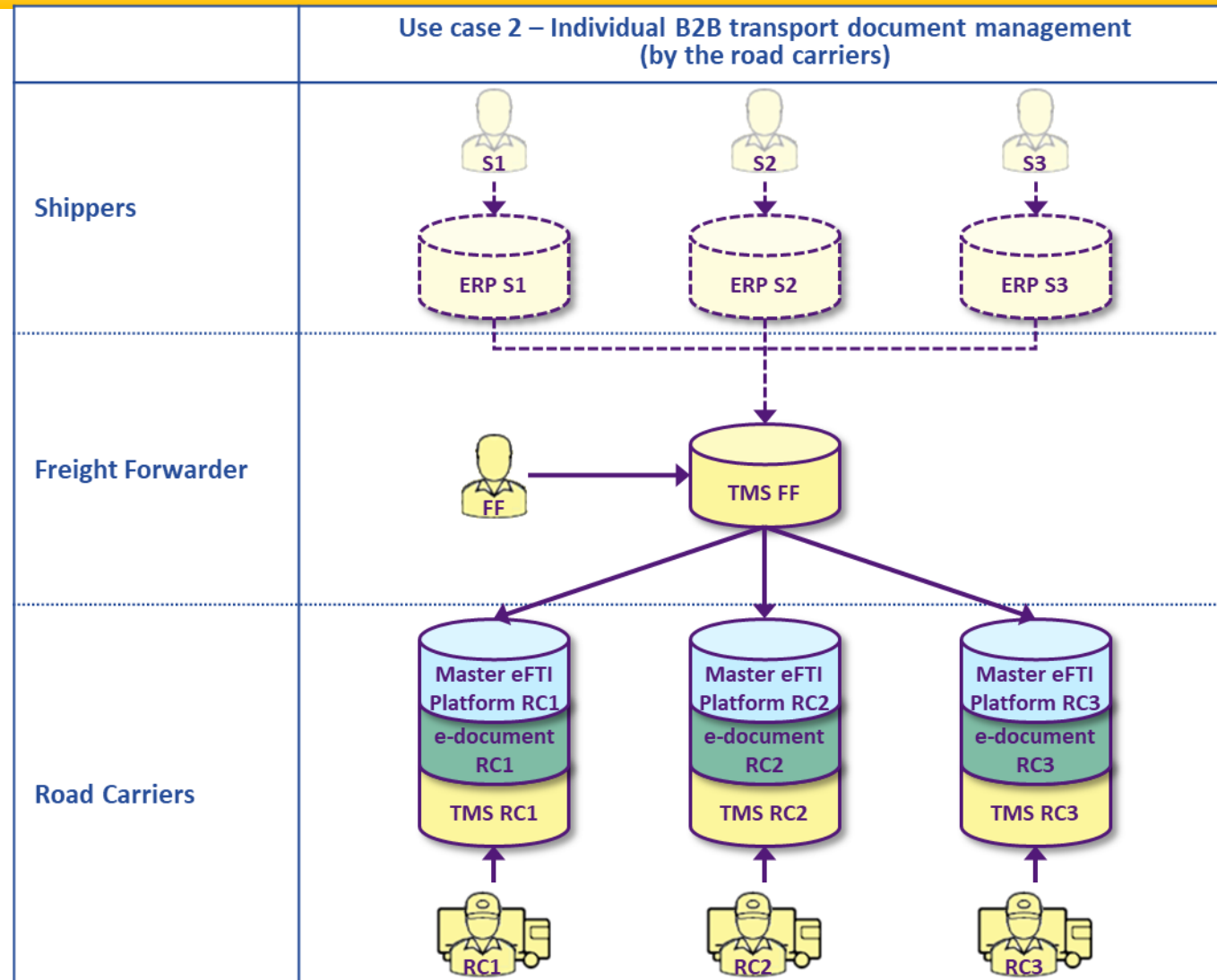


M. Gorini, Circle/DLK for DG MOVE, 2025

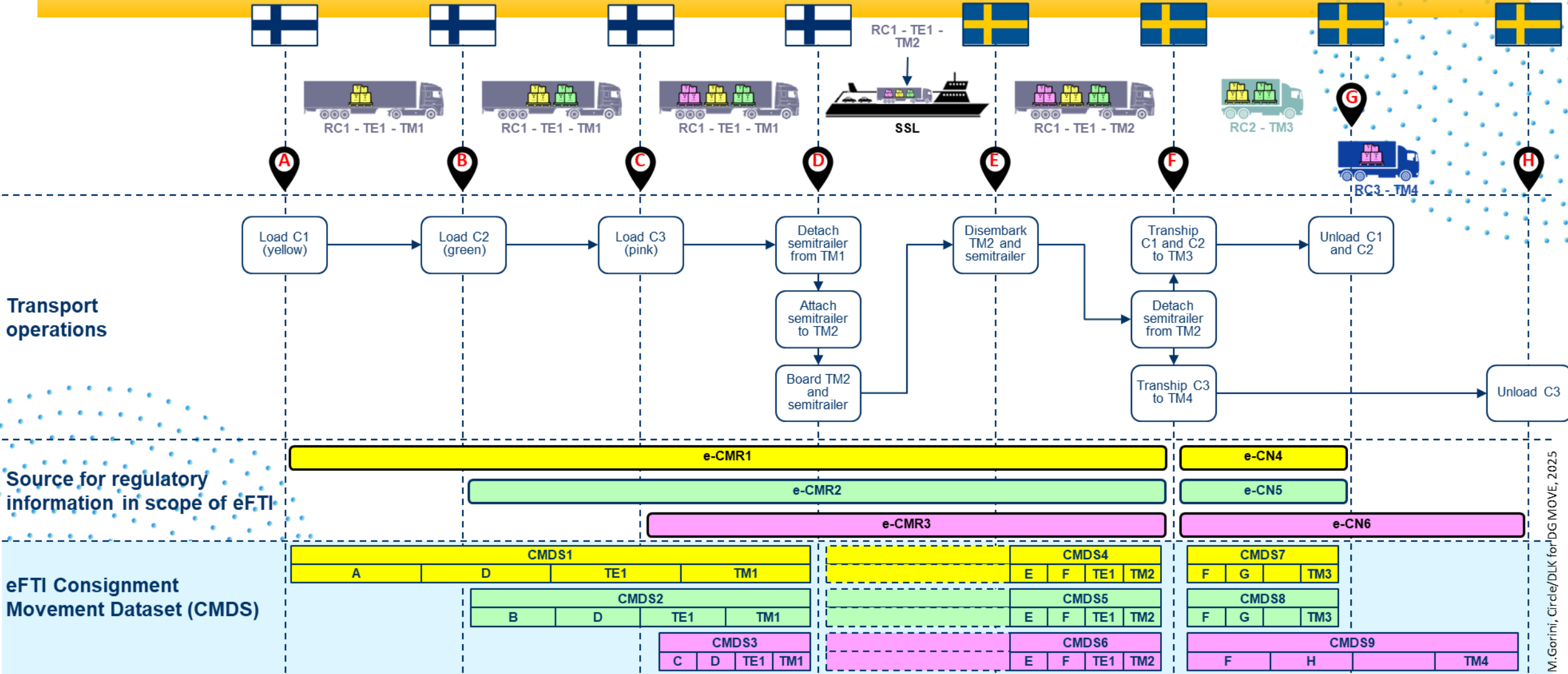
B2B use case 2 - Individual B2B transport document management

- Each road carrier (RC1, RC2, RC3) operates an eFTI Platform that implements both B2B services (e-CMR) and B2A services (eFTI) in an integrated way (in-house model)
- The freight forwarder operates a Transport Management System (TMS) acting as a tributary system of all the three platforms operated by the road carriers
- The road carrier 1 (RC1) covers the international stretch until the distribution center; as such, it produces one CMR per consignment (e-CMR1, e-CMR2, e-CMR3)
- The road carriers 2 and 3 (RC2, RC3) cover the domestic stretch from the distribution center to the final delivery points; as such, they produce one national consignment note per consignment (e-CN4, e-CN5, e-CN6)
- For showing compliance with the transport regulation, the road carriers use the documents produced by themselves
- All the three eFTI platforms of the road carriers feature a mobile application used by the respective drivers to collect signatures and to show the UIs and the human-readable versions of eFTI datasets

B2B use case 2 - Individual B2B transport document management



B2B use case 2 - Individual B2B transport document management



M. Gorini, Circle/DLK for DG MOVE, 2025

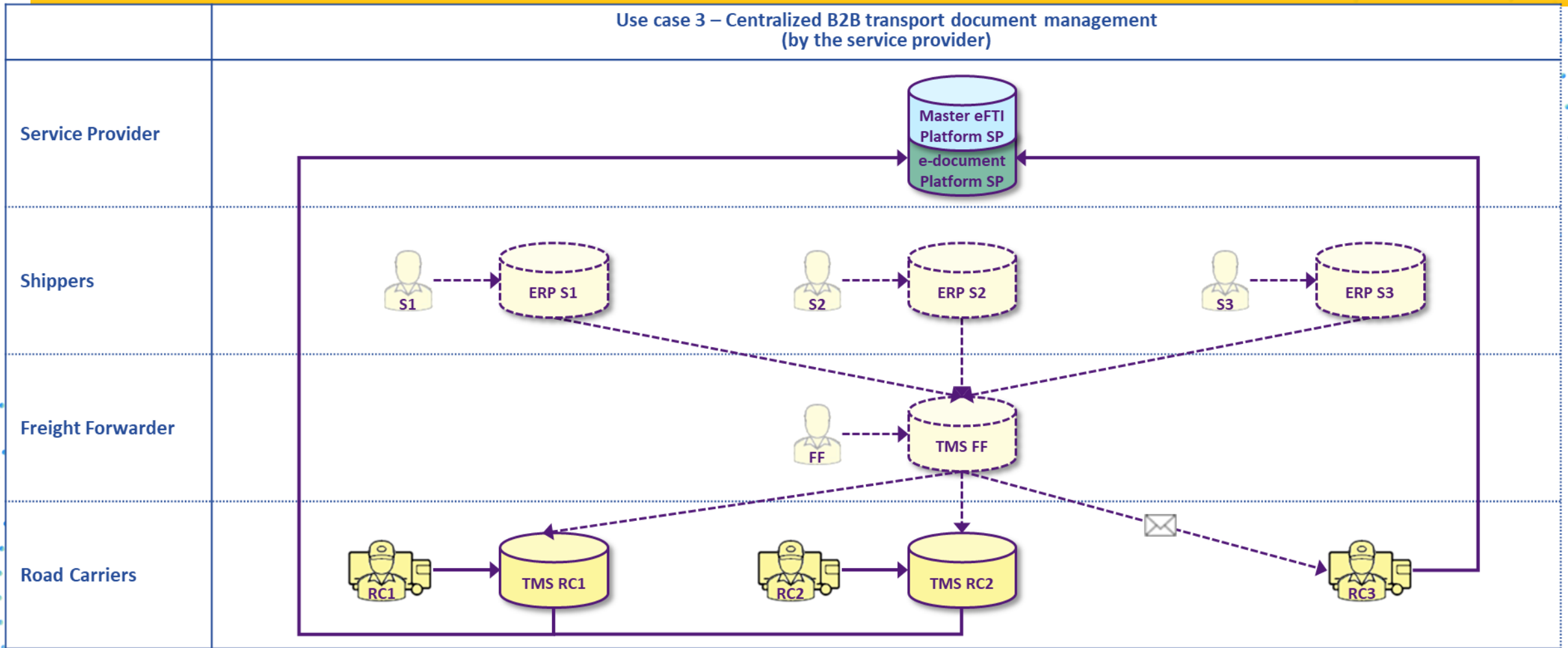
B2B use case 3 - Outsourced B2B transport document management

- The service provider (SP) operates an eFTI platform that implements both B2B services (e-CMR) and B2A services (eFTI) on behalf of the road carriers (outsourced model)
- The road carriers 1 and 2 (RC1, RC2) operate a Transport Management System (TMS) acting as a tributary system of the master eFTI platform operated by the service provider
- The road carrier 3 (RC3) represents an actor with limited digital maturity; as such, it has no digital interoperability with other actors, and all planning/operational/documental activities are carried out manually

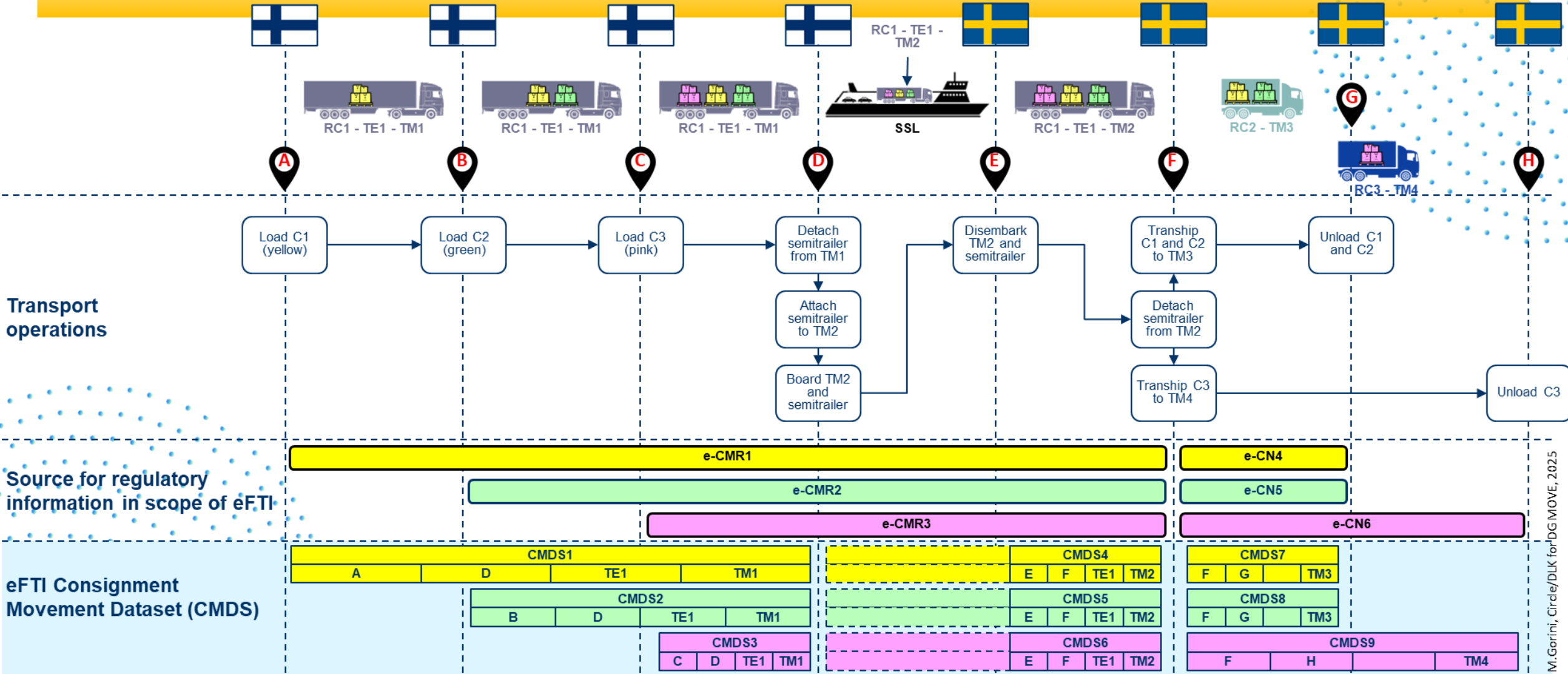
B2B use case 3 - Outsourced B2B transport document management

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- For showing compliance with the transport regulation, the road carriers use the documents produced by the service provider (on their behalf)
- The eFTI platform of the service provider features a mobile application used by all the drivers to collect signatures and to show the UIs and the human-readable versions of eFTI datasets

B2B use case 3 - Outsourced B2B transport document management



B2B use case 3 - Outsourced B2B transport document management

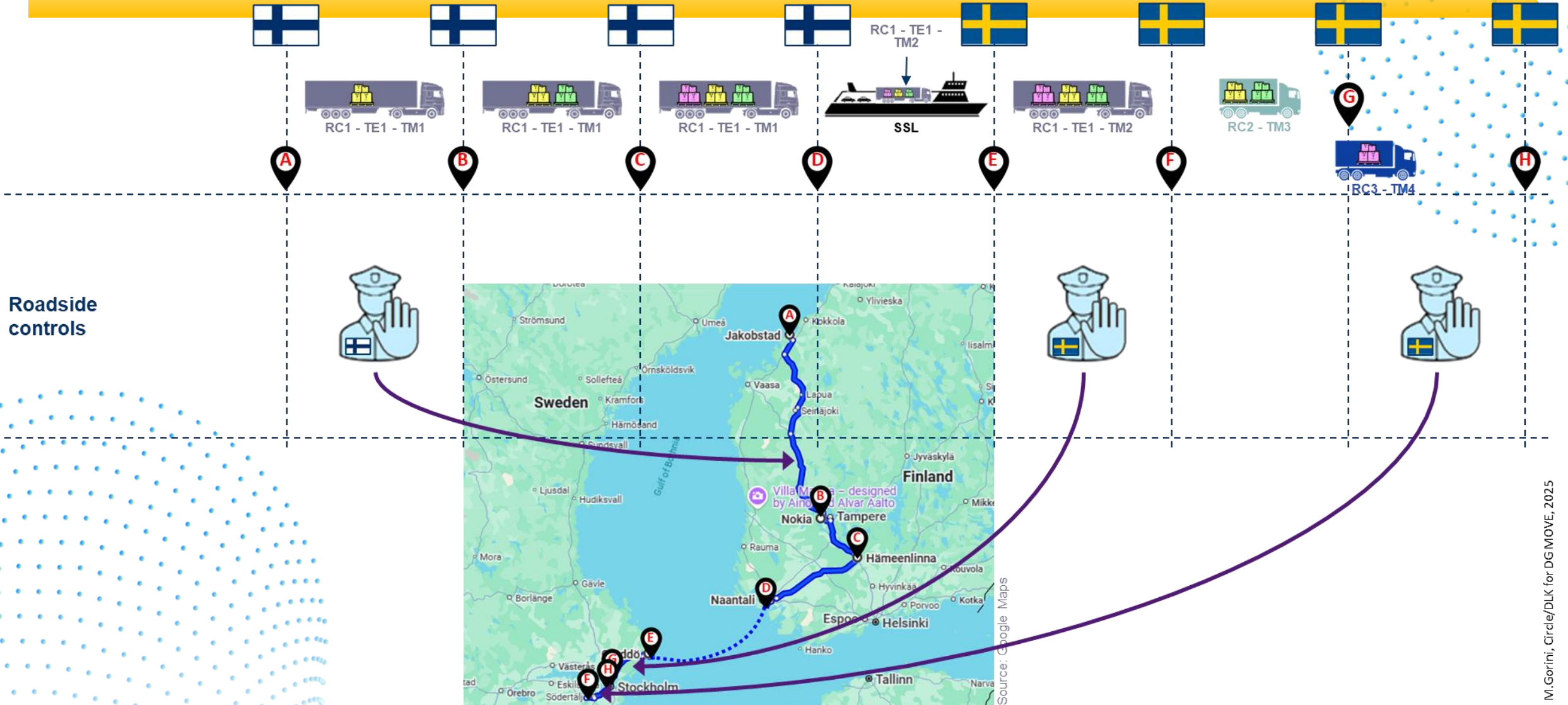


Representative B2A use cases for road

Reference B2A use cases for presented B2B use cases

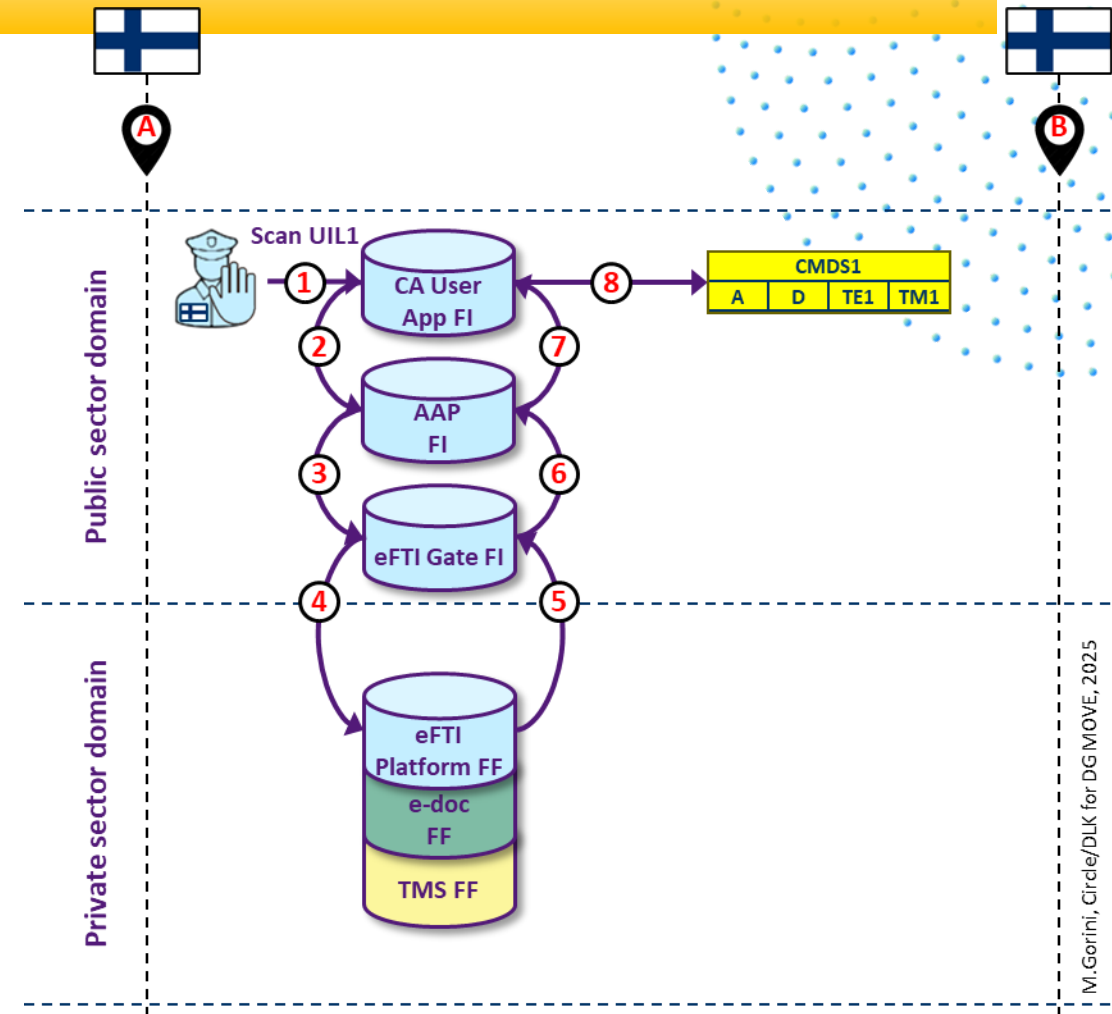


Reference B2A use cases for presented B2B use cases



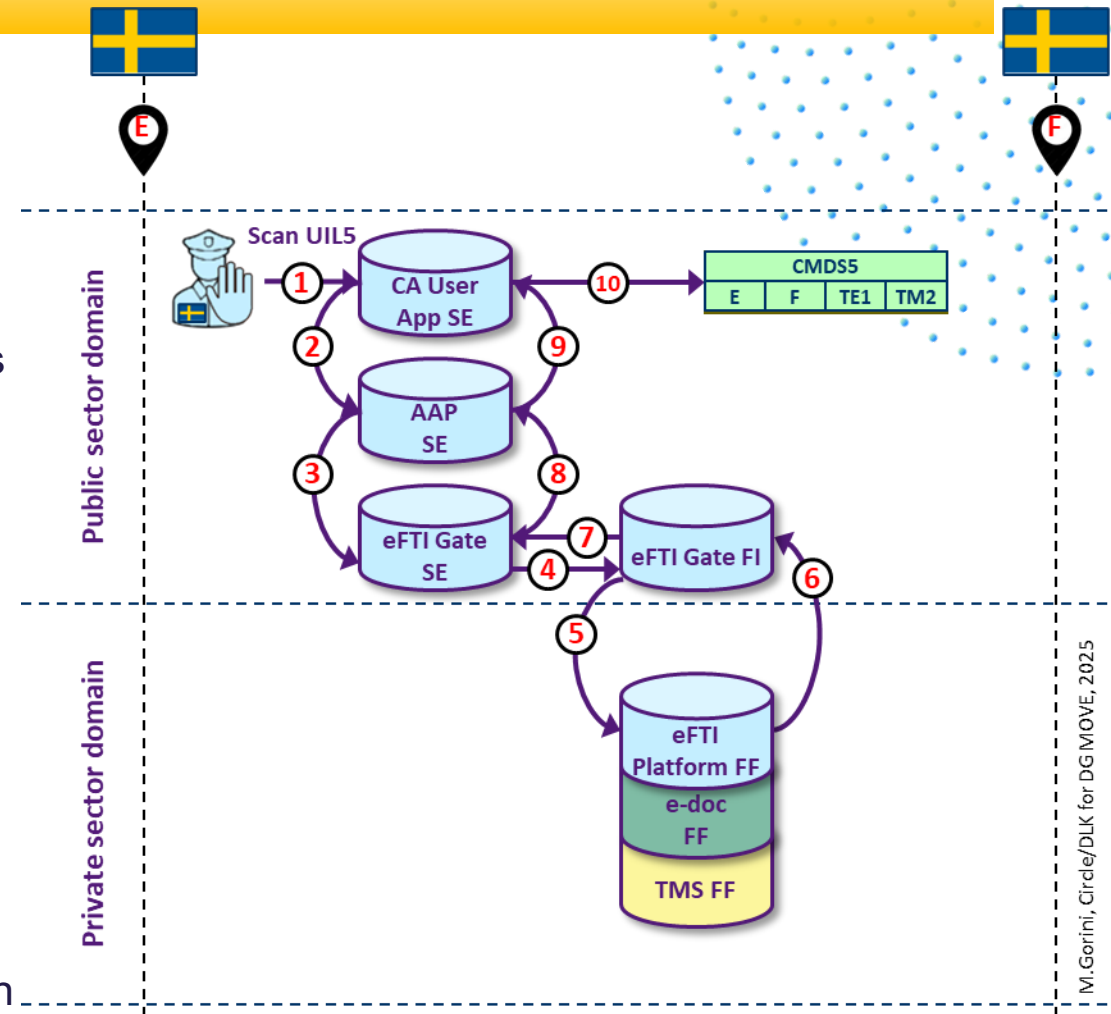
B2A use case 1 - Direct dataset retrieval from UIL (B2B use case 1)

- **Subcase 1 - roadside check between A and B**
- 1. The Finnish CA Officer scans the UIL1 from her/his User Application
- 2. The User Application sends a dataset retrieve request for UIL1 to the Finnish AAP
- 3. The Finnish AAP attaches CA Officer access rights and forwards the request to the Finnish eFTI Gate
- 4. The Finnish eFTI Gate locates the eFTI Platform and delivers the request
- 5. The eFTI Platform builds the eFTI dataset and returns it to the Finnish eFTI Gate
- 6. The Finnish eFTI Gate returns the eFTI dataset to the Finnish AAP
- 7. The Finnish AAP returns the eFTI dataset to the User Application
- 8. The User Application displays the retrieved eFTI Dataset



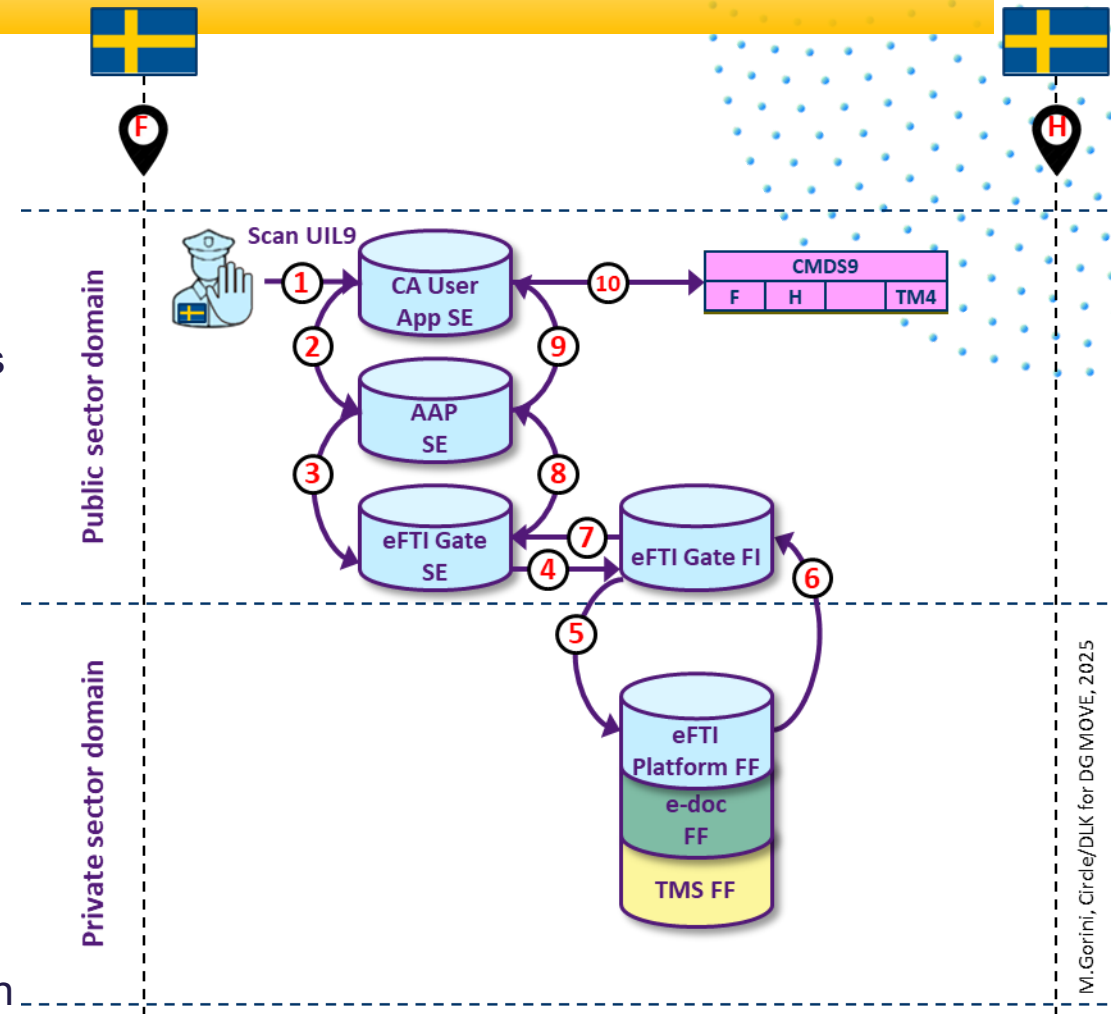
B2A use case 1 - Direct dataset retrieval from UIL (B2B use case 1)

- **Subcase 2 - roadside check between E and F**
- 1. The Swedish CA Officer scans the UIL5 from her/his User Application
- 2. The User Application sends a dataset retrieve request for UIL5 to the Swedish AAP
- 3. The Swedish AAP attaches CA Officer access rights and forwards the request to the Swedish eFTI Gate
- 4. The Swedish eFTI Gate forwards the request to the Finnish eFTI Gate
- 5. The Finnish eFTI Gate locates the eFTI Platform and delivers the request
- 6. The eFTI Platform builds the eFTI dataset and returns it to the Finnish eFTI Gate
- 7. The Finnish eFTI Gate returns the eFTI dataset to the Swedish eFTI Gate
- 8. The Swedish eFTI Gate returns the eFTI dataset to the Swedish AAP
- 9. The Swedish AAP returns the eFTI dataset to the User Application
- 10. The User Application displays the retrieved eFTI Dataset



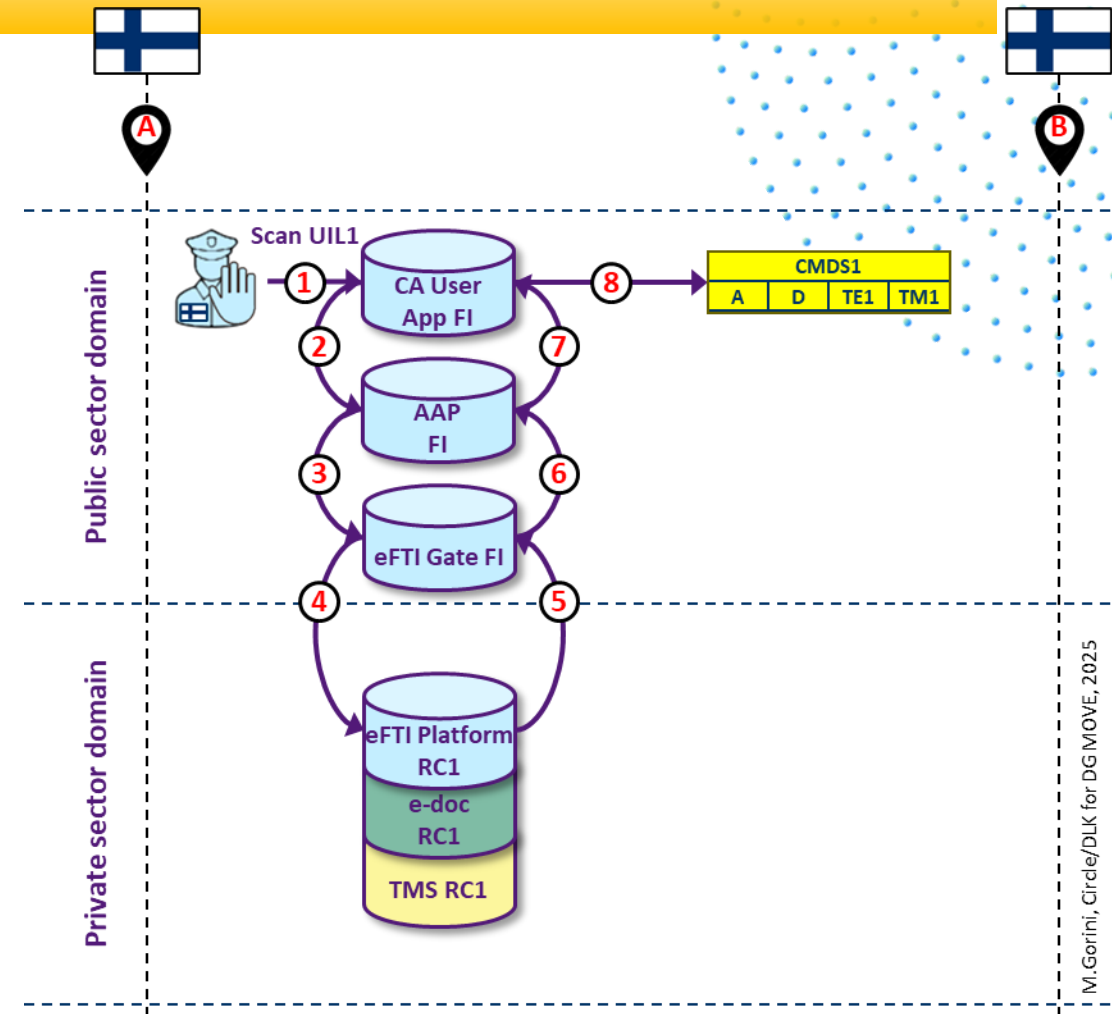
B2A use case 1 - Direct dataset retrieval from UIL (B2B use case 1)

- **Subcase 3 - roadside check between F and H**
- 1. The Swedish CA Officer scans the UIL9 from her/his User Application
- 2. The User Application sends a dataset retrieve request for UIL9 to the Swedish AAP
- 3. The Swedish AAP attaches CA Officer access rights and forwards the request to the Swedish eFTI Gate
- 4. The Swedish eFTI Gate forwards the request to the Finnish eFTI Gate
- 5. The Finnish eFTI Gate locates the eFTI Platform and delivers the request
- 6. The eFTI Platform builds the eFTI dataset and returns it to the Finnish eFTI Gate
- 7. The Finnish eFTI Gate returns the eFTI dataset to the Swedish eFTI Gate
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- 9. The Swedish AAP returns the eFTI dataset to the User Application
- 10. The User Application displays the retrieved eFTI Dataset



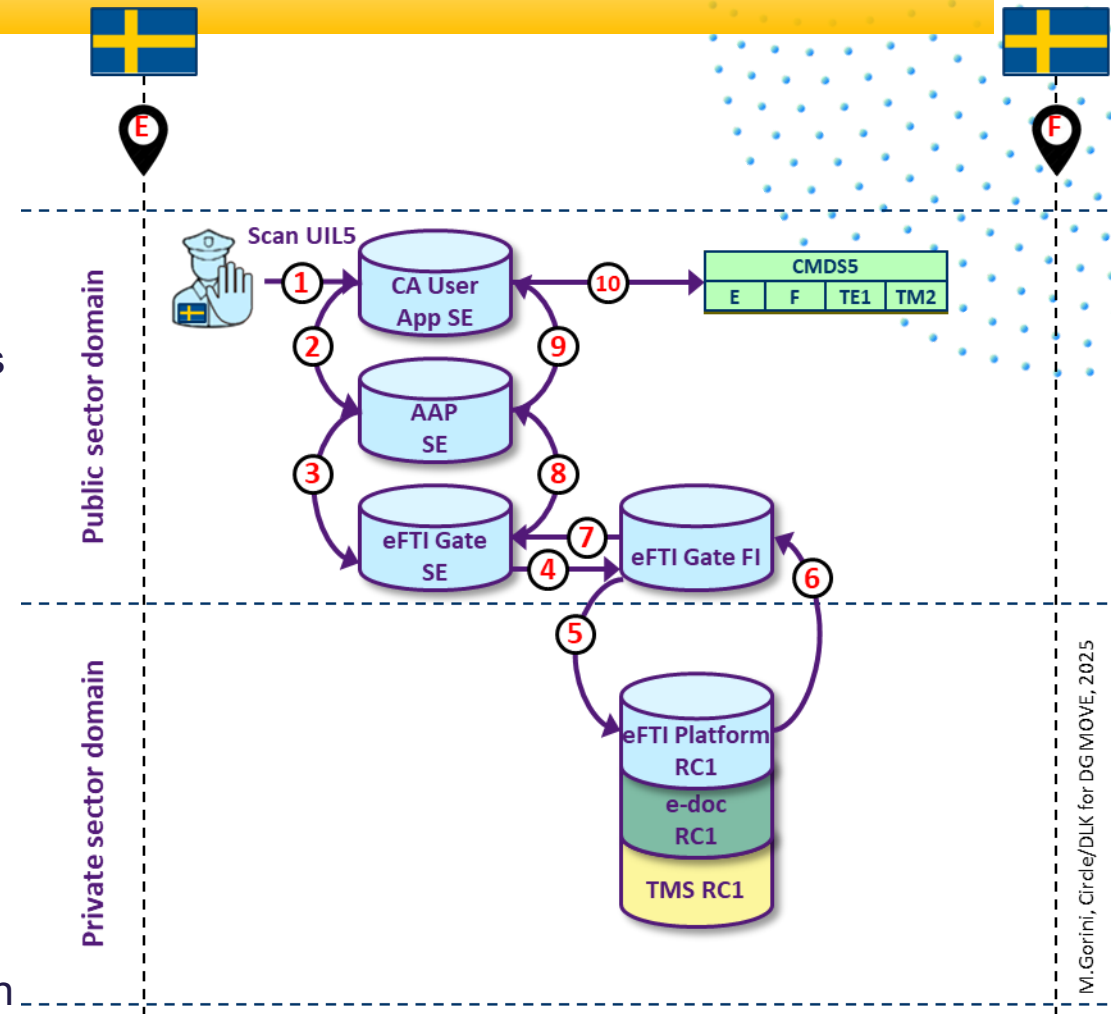
B2A use case 2 - Direct dataset retrieval from UIL (B2B use case 2)

- **Subcase 1 - roadside check between A and B**
 1. The Finnish CA Officer scans the UIL1 from her/his User Application
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 8. The User Application displays the retrieved eFTI Dataset



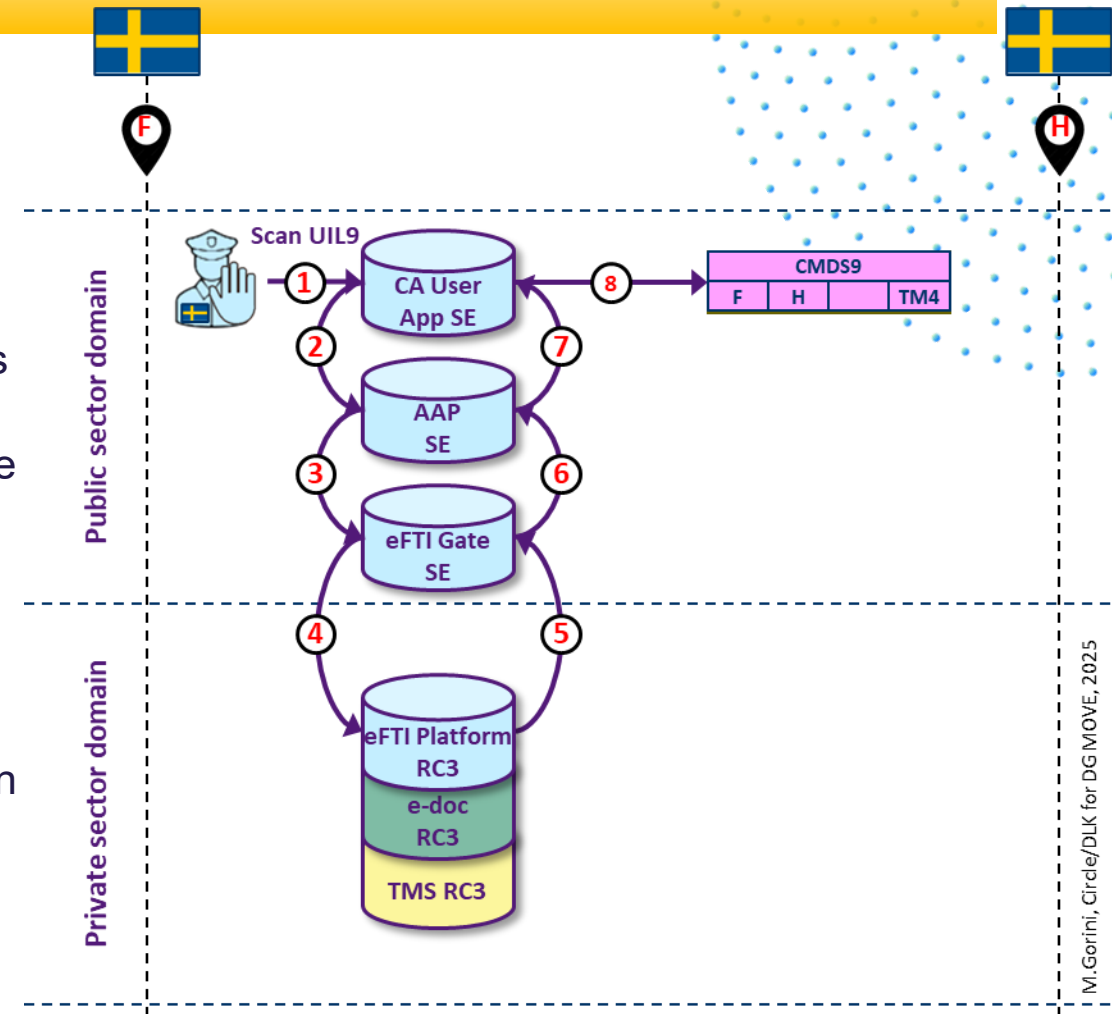
B2A use case 2 - Direct dataset retrieval from UIL (B2B use case 2)

- **Subcase 2 - roadside check between E and F**
- 1. The Swedish CA Officer scans the UIL5 from her/his User Application
- 2. The User Application sends a dataset retrieve request for UIL5 to the Swedish AAP
- 3. The Swedish AAP attaches CA Officer access rights and forwards the request to the Swedish eFTI Gate
- 4. The Swedish eFTI Gate forwards the request to the Finnish eFTI Gate
- 5. The Finnish eFTI Gate locates the eFTI Platform and delivers the request
- 6. The eFTI Platform builds the eFTI dataset and returns it to the Finnish eFTI Gate
- 7. The Finnish eFTI Gate returns the eFTI dataset to the Swedish eFTI Gate
- 8. The Swedish eFTI Gate returns the eFTI dataset to the Swedish AAP
- 9. The Swedish AAP returns the eFTI dataset to the User Application
- 10. The User Application displays the retrieved eFTI Dataset



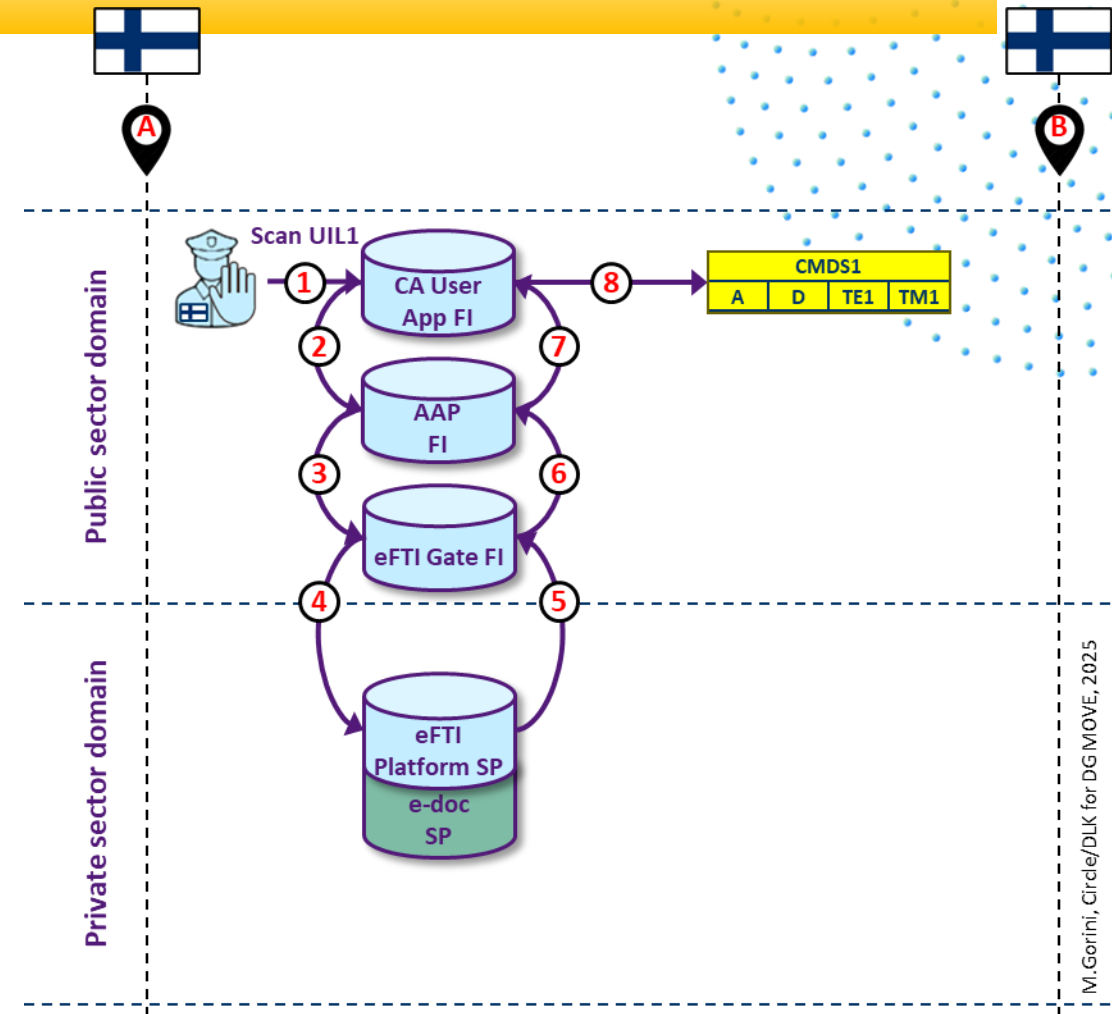
B2A use case 2 - Direct dataset retrieval from UIL (B2B use case 2)

- **Subcase 3 - roadside check between F and H**
- 1. The Swedish CA Officer scans the UIL9 from her/his User Application
- 2. The User Application sends a dataset retrieve request for UIL9 to the Swedish AAP
- 3. The Swedish AAP attaches CA Officer access rights and forwards the request to the Swedish eFTI Gate
- 4. The Swedish eFTI Gate locates the eFTI Platform and delivers the request
- 5. The eFTI Platform builds the eFTI dataset and returns it to the Swedish eFTI Gate
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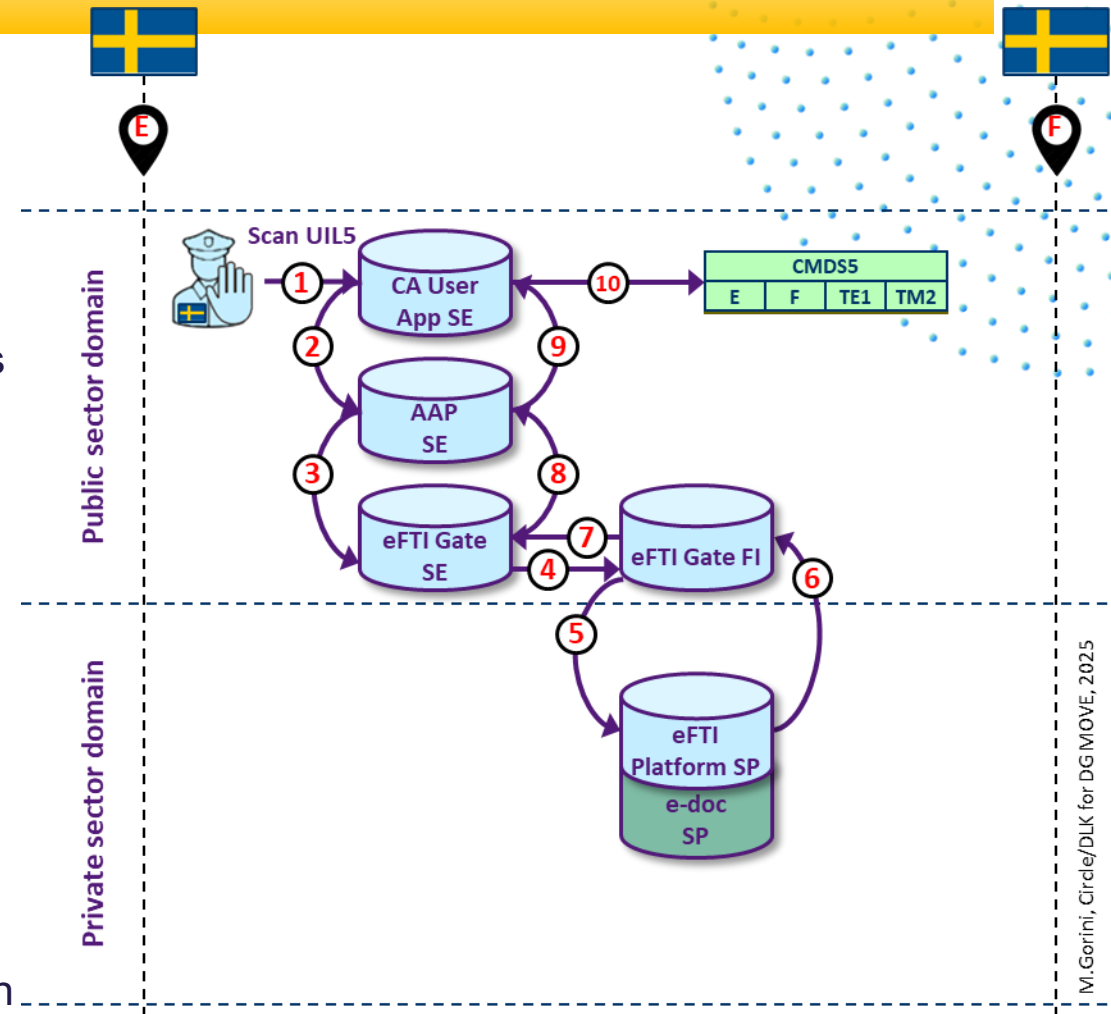
B2A use case 3 - Direct dataset retrieval from UIL (B2B use case 3)

- **Subcase 1 - roadside check between A and B**
 1. The Finnish CA Officer scans the UIL1 from her/his User Application
 2. The User Application sends a dataset retrieve request for UIL1 to the Finnish AAP
 3. The Finnish AAP attaches CA Officer access rights and forwards the request to the Finnish eFTI Gate
 4. The Finnish eFTI Gate locates the eFTI Platform and delivers the request
 5. The eFTI Platform builds the eFTI dataset and returns it to the Finnish eFTI Gate
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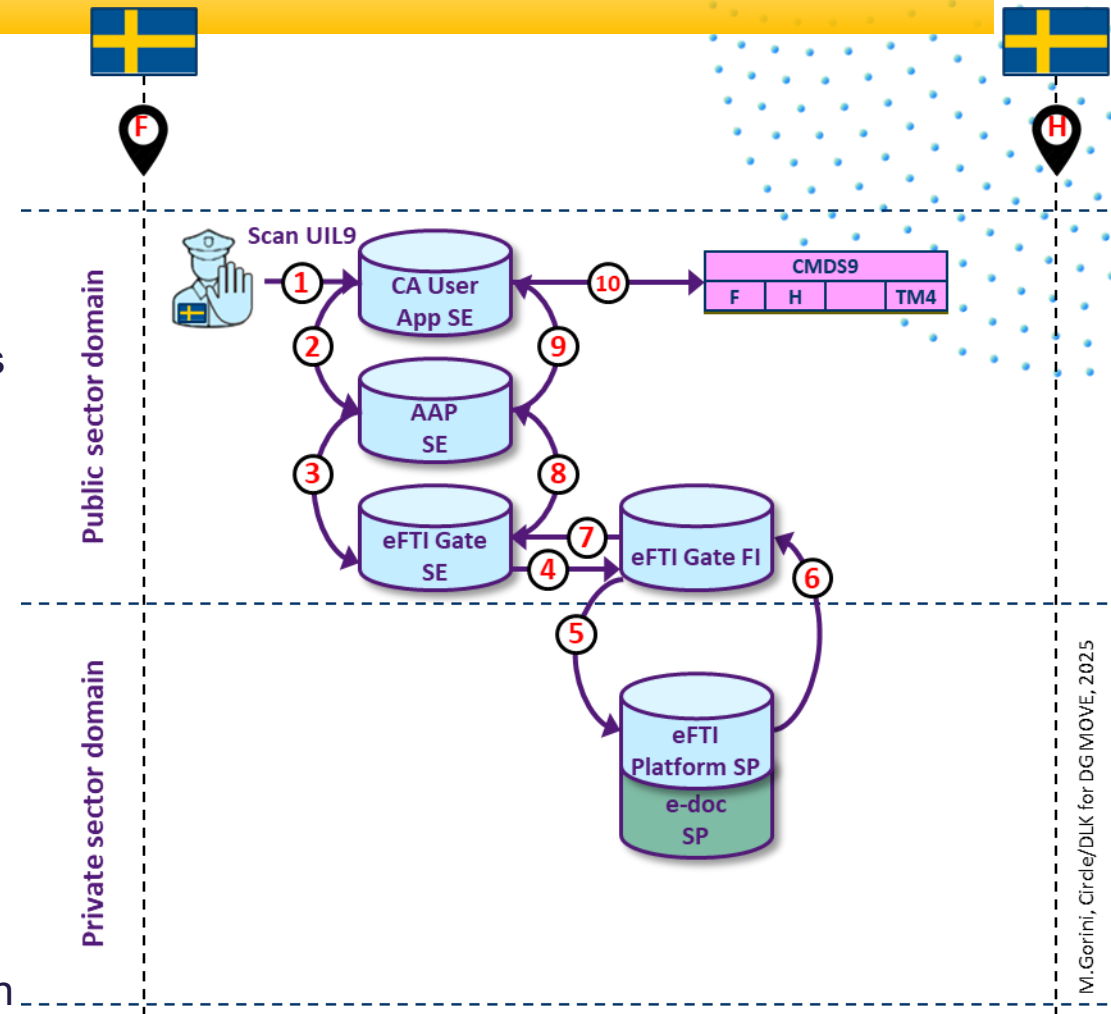
B2A use case 3 - Direct dataset retrieval from UIL (B2B use case 3)

- **Subcase 2 - roadside check between E and F**
- 1. The Swedish CA Officer scans the UIL5 from her/his User Application
- 2. The User Application sends a dataset retrieve request for UIL5 to the Swedish AAP
- 3. The Swedish AAP attaches CA Officer access rights and forwards the request to the Swedish eFTI Gate
- 4. The Swedish eFTI Gate forwards the request to the Finnish eFTI Gate
- 5. The Finnish eFTI Gate locates the eFTI Platform and delivers the request
- 6. The eFTI Platform builds the eFTI dataset and returns it to the Finnish eFTI Gate
- 7. The Finnish eFTI Gate returns the eFTI dataset to the Swedish eFTI Gate
- 8. The Swedish eFTI Gate returns the eFTI dataset to the Swedish AAP
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B2A use case 3 - Direct dataset retrieval from UIL (B2B use case 3)

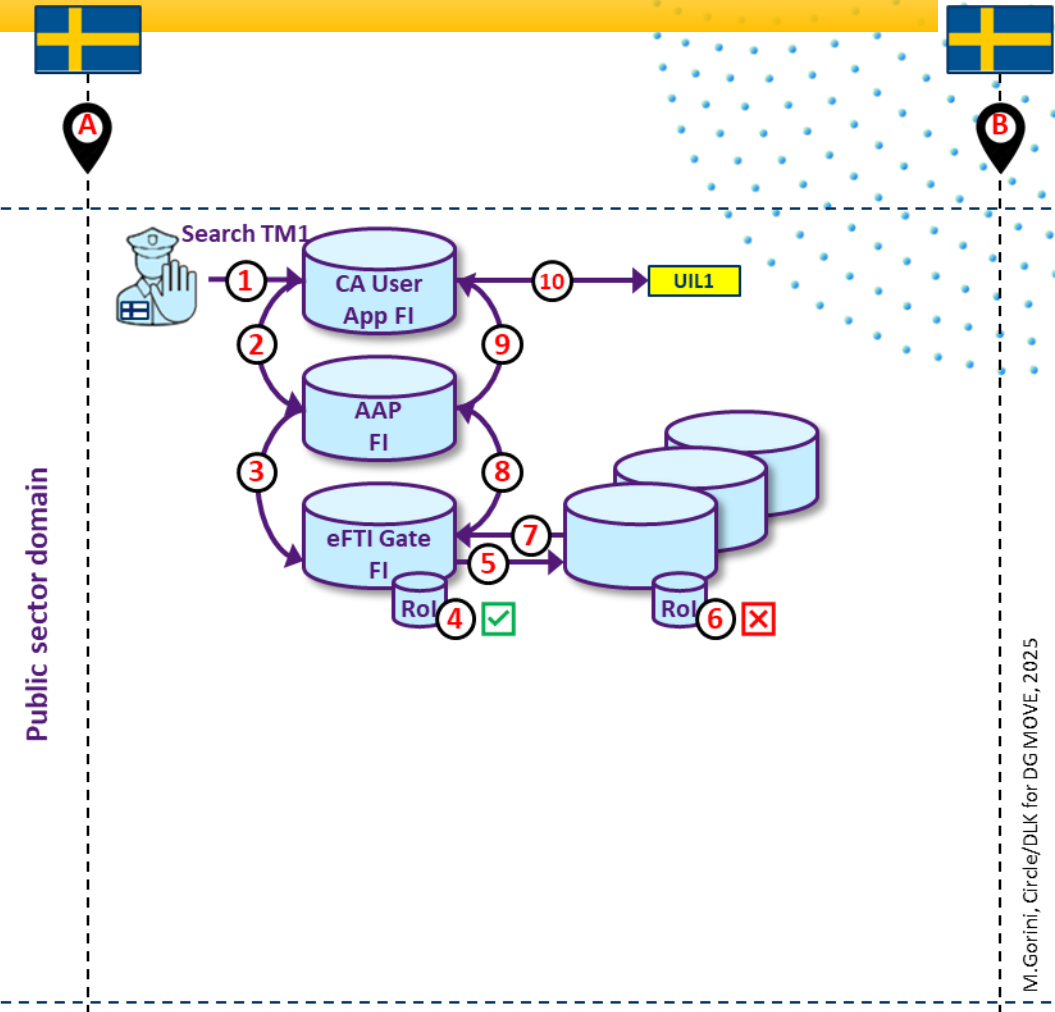
- **Subcase 3 - roadside check between F and H**
- 1. The Swedish CA Officer scans the UIL9 from her/his User Application
- 2. The User Application sends a dataset retrieve request for UIL9 to the Swedish AAP
- 3. The Swedish AAP attaches CA Officer access rights and forwards the request to the Swedish eFTI Gate
- 4. The Swedish eFTI Gate forwards the request to the Finnish eFTI Gate
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- 10. The User Application displays the retrieved eFTI Dataset



B2A use case 4 - Search by transport means ID

• Subcase 1 - roadside check between A and B

1. The Finnish CA Officer starts a search operation for transport means ID (license plate) = TM1 from her/his User Application
2. The User Application sends the search request to the Finnish AAP
3. The Finnish AAP forwards the search request to the Finnish eFTI Gate
4. The Finnish eFTI Gate looks up its Registry of Identifiers searching for transport means ID = TM1; 1 match found
5. The Finnish eFTI Gate forwards the search request to all other EU eFTI Gates
6. All queried eFTI Gates look up their Registry of Identifiers searching for transport means ID = TM1; no match found
7. All queried eFTI Gates return their match lists to the Finnish eFTI Gate
8. The Finnish eFTI Gate aggregates all other gates' responses and returns the match list to the Finnish AAP
9. The Finnish AAP returns the aggregated match list to the User Application
10. The User Application displays the aggregated match list (1 match)



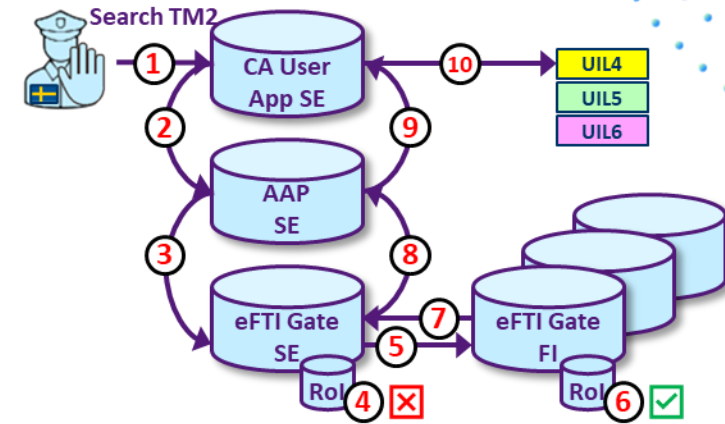
B2A use case 4 - Search by transport means ID

• Subcase 2 - roadside check between E and F

1. The Swedish CA Officer starts a search operation for transport means ID (license plate) = TM2 from her/his User Application
2. The User Application sends the search request to the Swedish AAP
3. The Swedish AAP forwards the search request to the Swedish eFTI Gate
4. The Swedish eFTI Gate looks up its Registry of Identifiers searching for transport means ID = TM2; no match found
5. The Swedish eFTI Gate forwards the search request to all other EU eFTI Gates
6. All queried eFTI Gates look up their Registry of Identifiers searching for transport means ID = TM2; 3 matches found on Finnish eFTI Gate
7. All queried eFTI Gates return their match lists to the Swedish eFTI Gate
8. The Swedish eFTI Gate aggregates all other gates' responses and returns the match list to the Swedish AAP
9. The Swedish AAP returns the aggregated match list to the User Application
10. The User Application displays the aggregated match list (3 matches)



Public sector domain



M. Gorini, Circle/DLK for DG MOVE, 2025

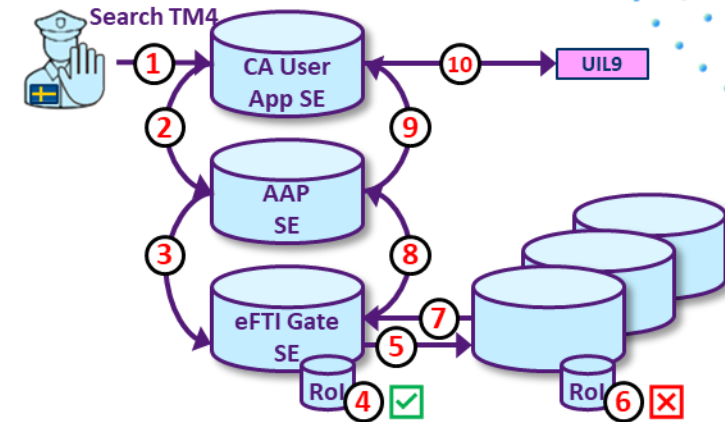
B2A use case 4 - Search by transport means ID

• Subcase 3 - roadside check between F and H

1. The Swedish CA Officer starts a search operation for transport means ID (license plate) = TM4 from her/his User Application
2. The User Application sends the search request to the Swedish AAP
3. The Swedish AAP forwards the search request to the Swedish eFTI Gate
4. The Swedish eFTI Gate looks up its Registry of Identifiers searching for transport means ID = TM4; 1 match found
5. The Swedish eFTI Gate forwards the search request to all other EU eFTI Gates
6. All queried eFTI Gates look up their Registry of Identifiers searching for transport means ID = TM4; no match found
7. All queried eFTI Gates return their match lists to the Swedish eFTI Gate
8. The Swedish eFTI Gate aggregates all other gates' responses and returns the match list to the Swedish AAP
9. The Swedish AAP returns the aggregated match list to the User Application
10. The User Application displays the aggregated match list (1 match)



Public sector domain



Identification, Authentication and Authorization (IAA) in B2A use cases

Actors – Competent authorities

Identification and Authentication

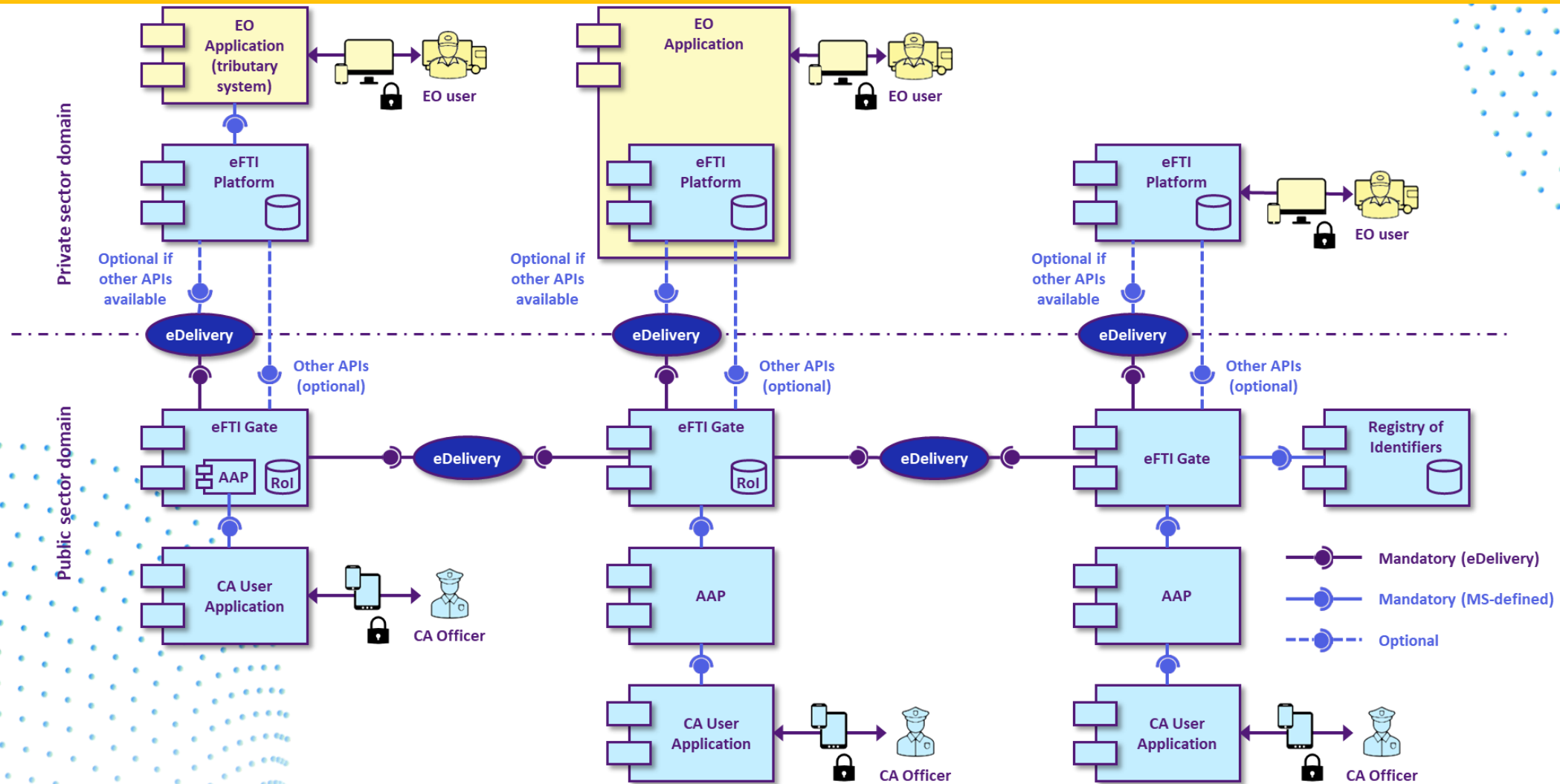
- Member states must ensure mechanisms for the identification and authentication of competent authorities' officers
- Competent authorities' officers are only able to access the CA User application when duly identified and authenticated

Actors – Competent authorities

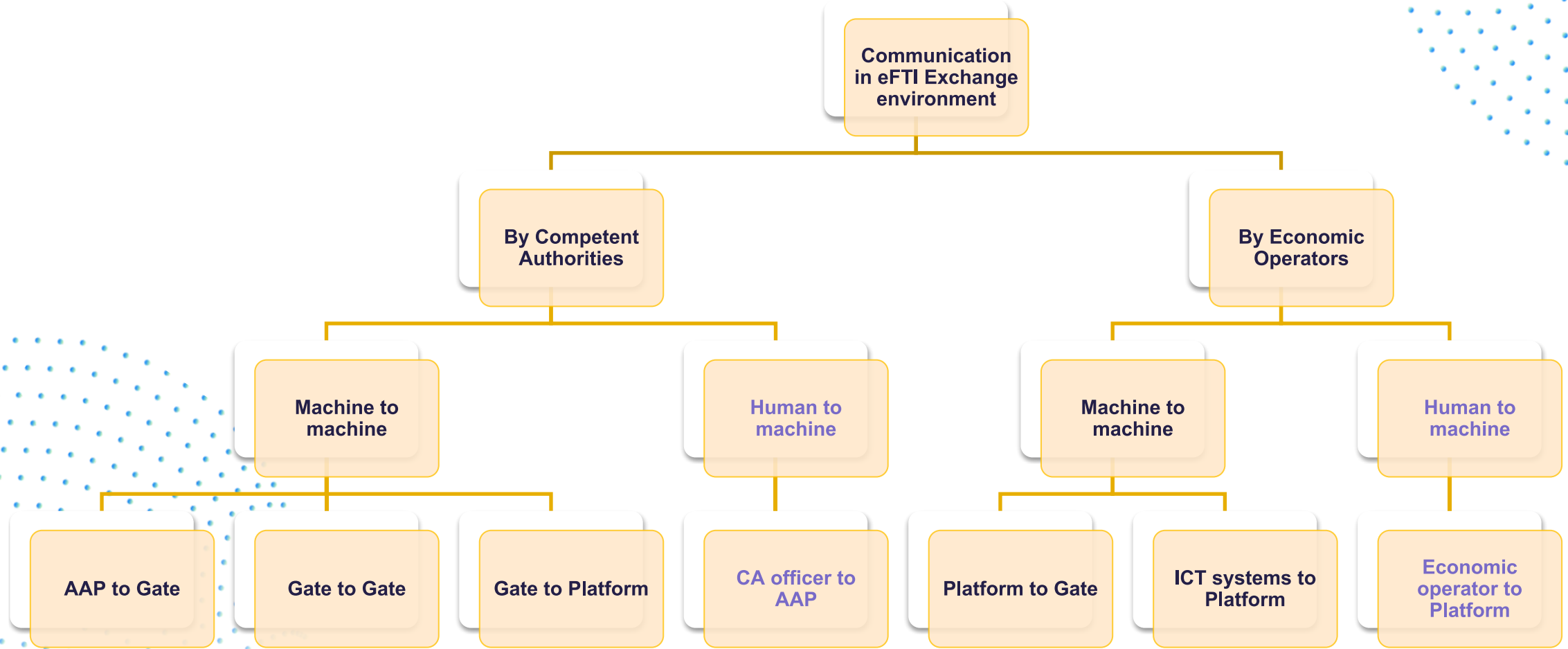
Authorisation

- Member States shall ensure that the rights of their competent authority officers to access and process eFTI data are recorded and kept up to date in an authorisation registry.
- The authorisation registry shall include, for each competent authority officer:
 - a reference to the **Identification of the officer**
 - the **access rights expressed as** the list of references of the Union and national legal acts that require the provision of regulatory information, in relation to which the respective officer has competences and, more specifically, as the **list of the respective identifiers of the eFTI data subsets** corresponding to those provisions
 - the **processing rights expressed as coded references to the processing operations** that the officer has the right to perform

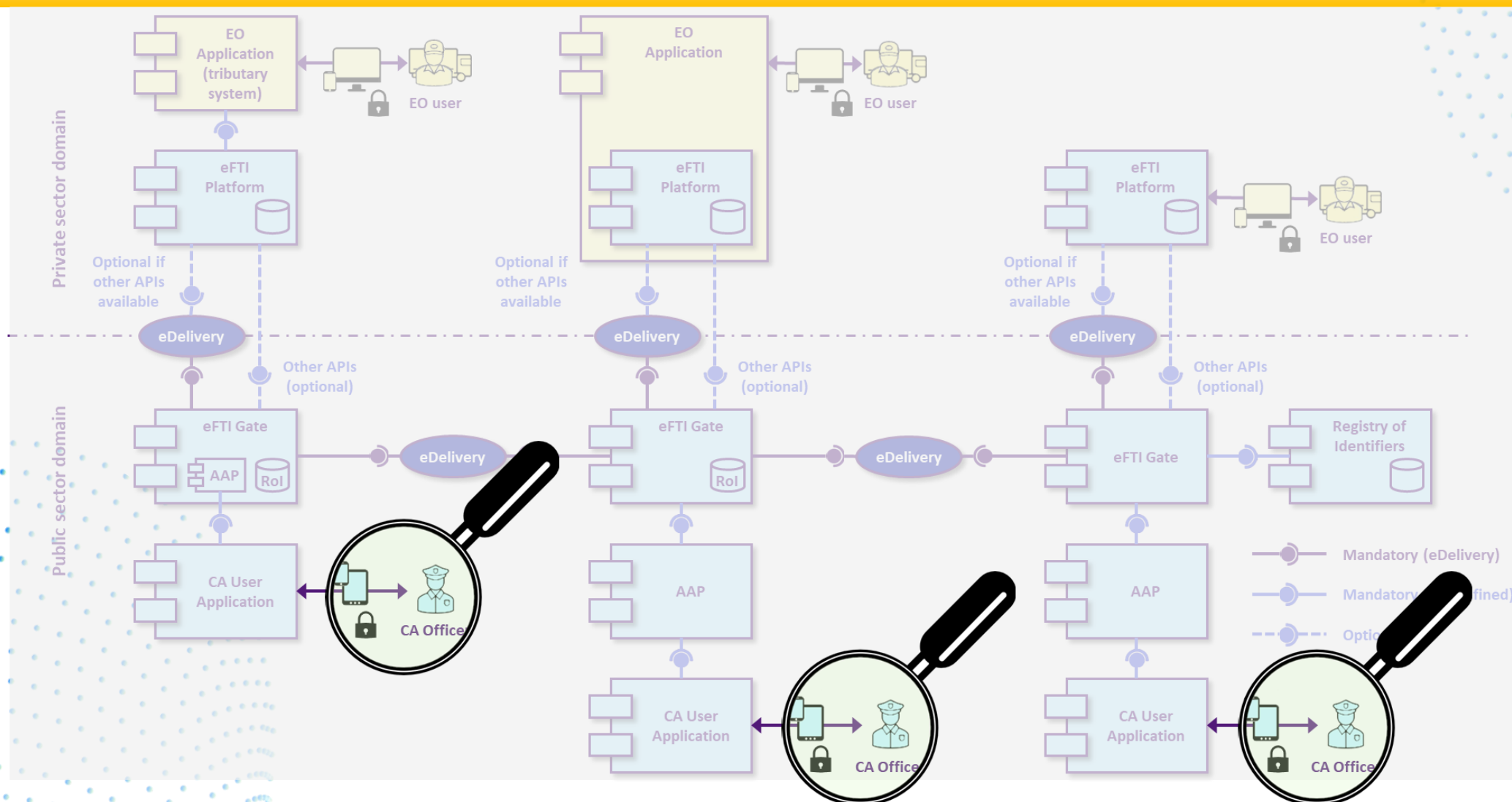
Ecosystem (eFTI Reference Architecture)



Interactions and actors in eFTI exchange environment



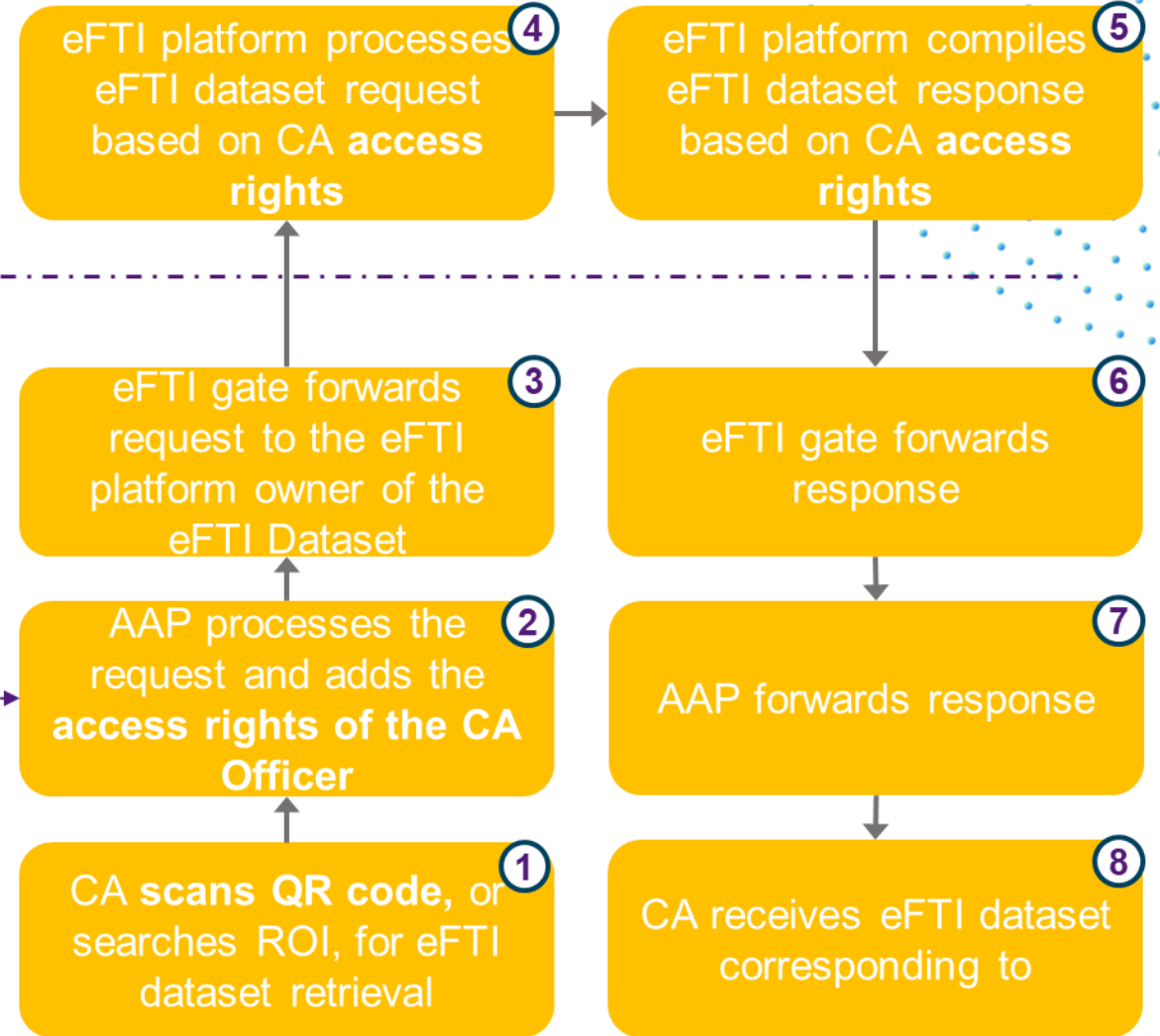
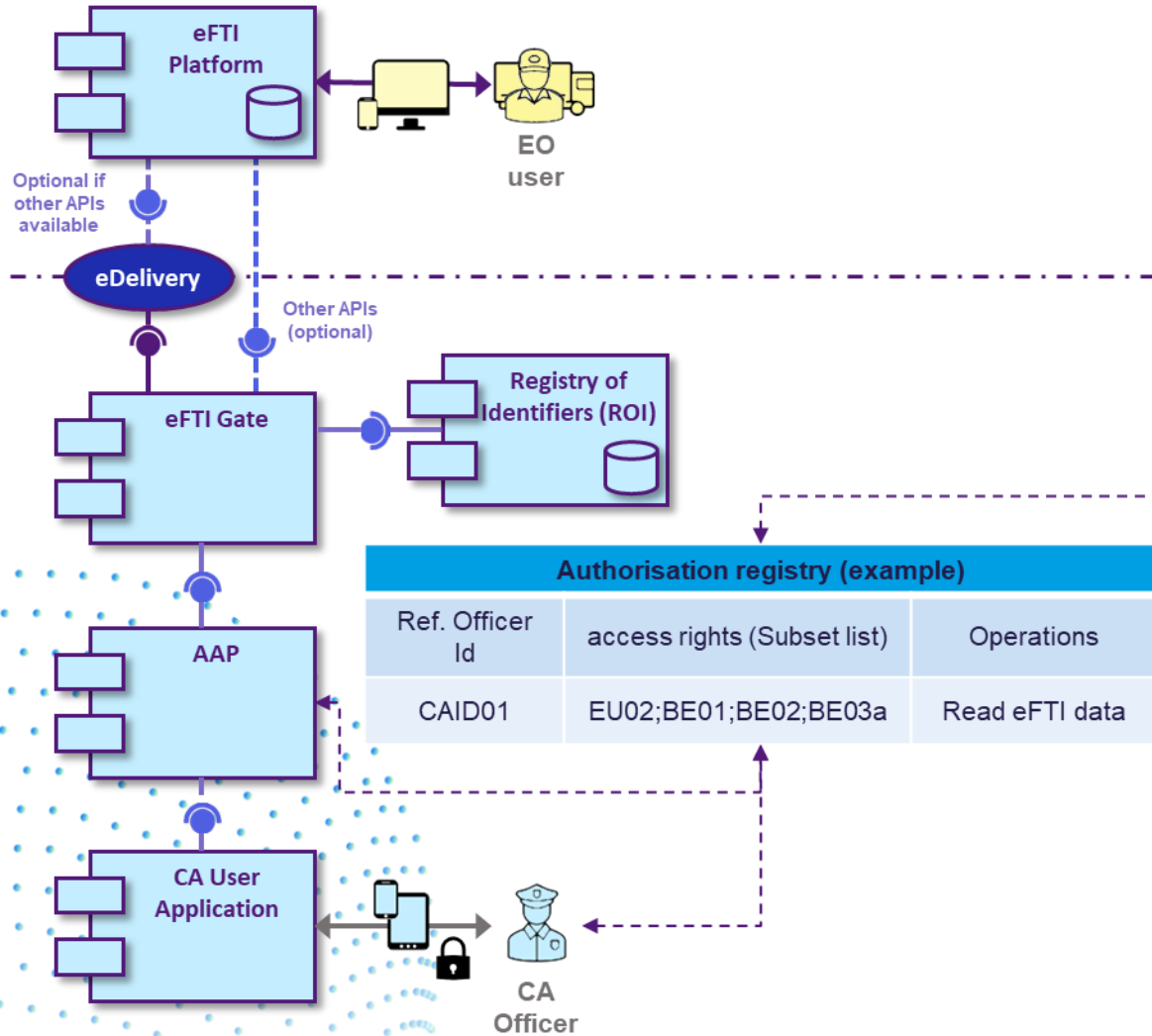
Human-to-machine interfaces (HMI) - CA



Actors – CA authorisation - example

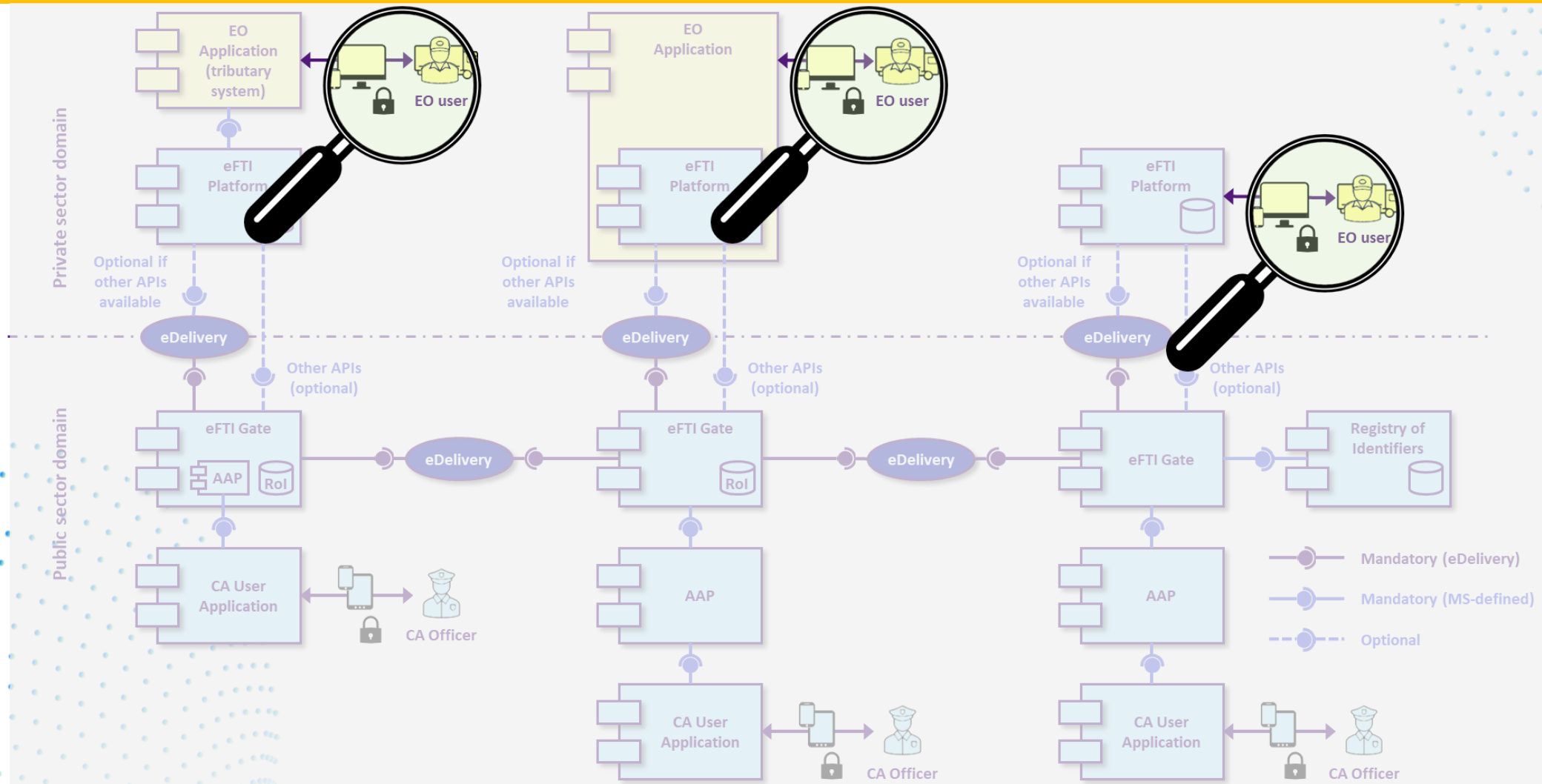
Private sector domain

Public sector domain



U.Hurt, Circle/DLK for DG MOVE, 2025

Human-to-machine interfaces (HMI) – Economic Operator (EO)



Thanks!



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Authority Access Point – All you need to know

Benedikt Simon (BALM)



eFTI-Authority Access Point – all you need to know -

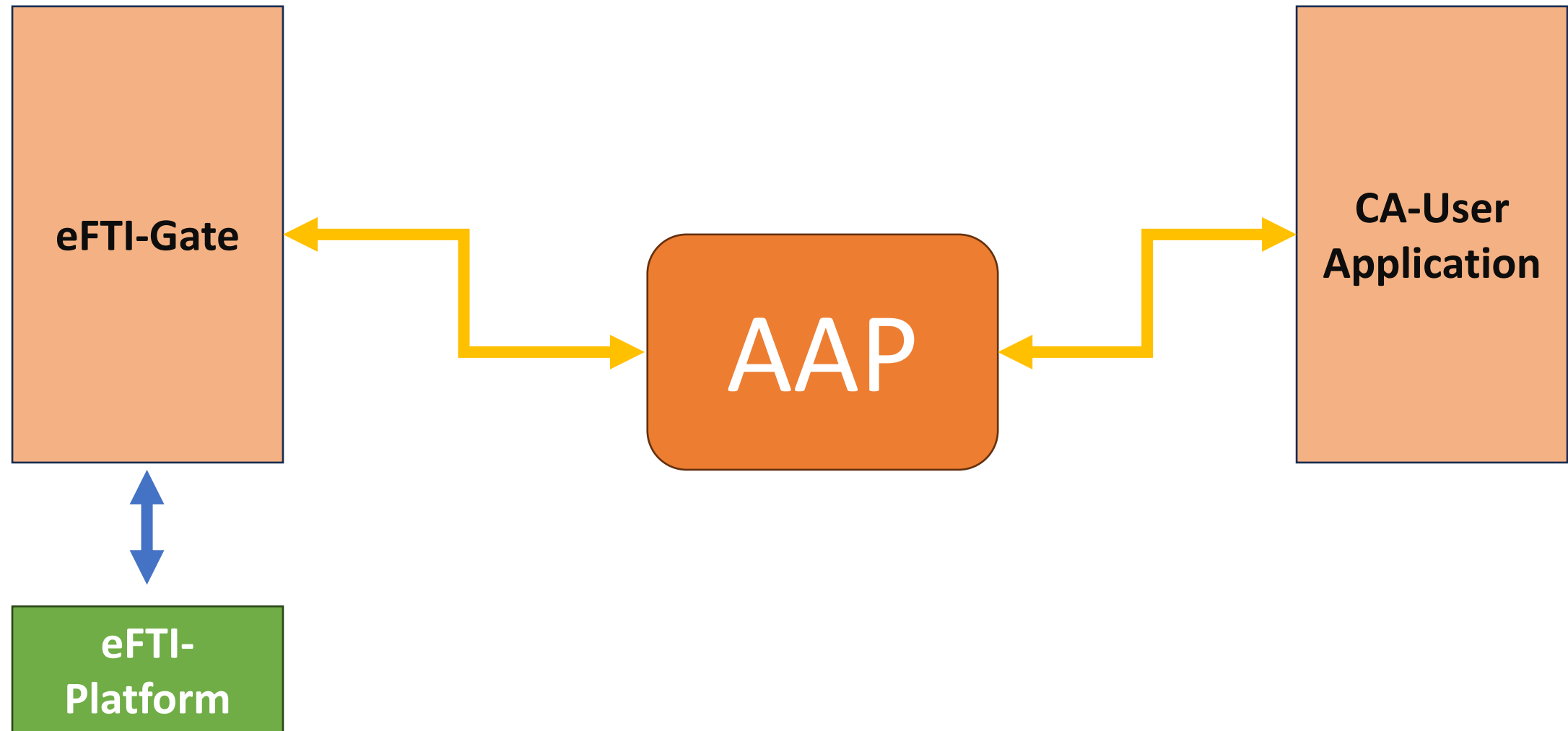
I. What is an Authority Access Point in eFTI context?

II. Functionalities of an AAP

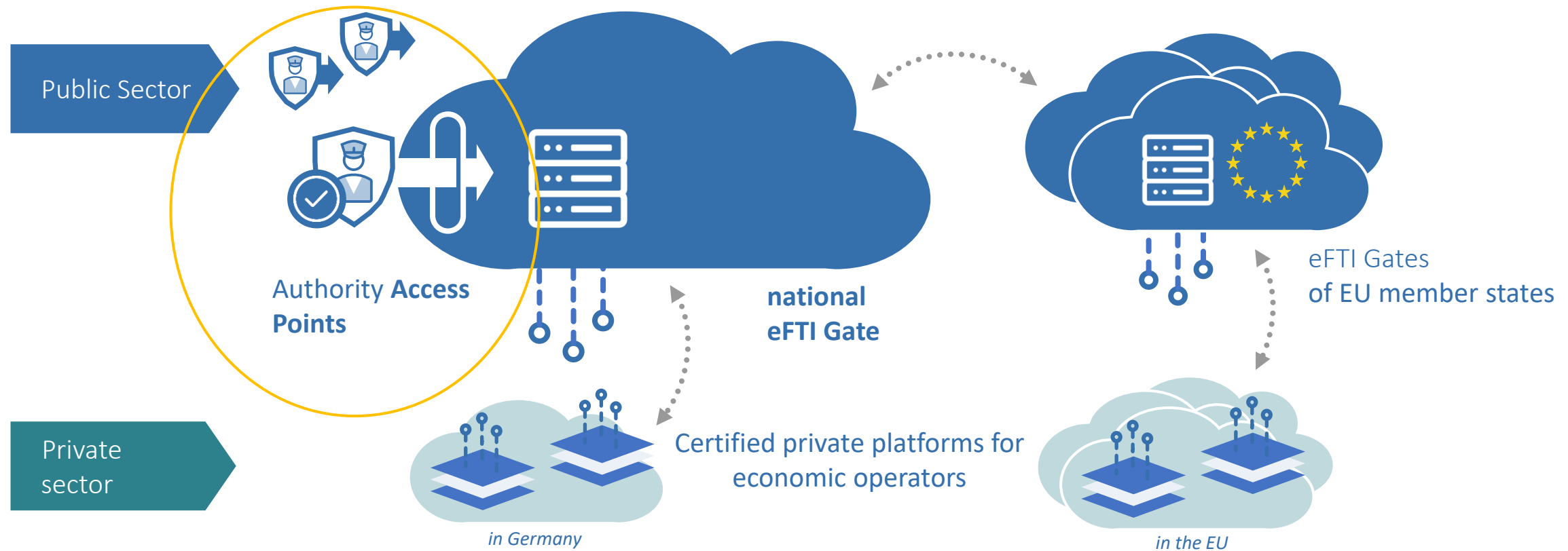
III. Connecting authorities to an AAP

IV. Recommendations

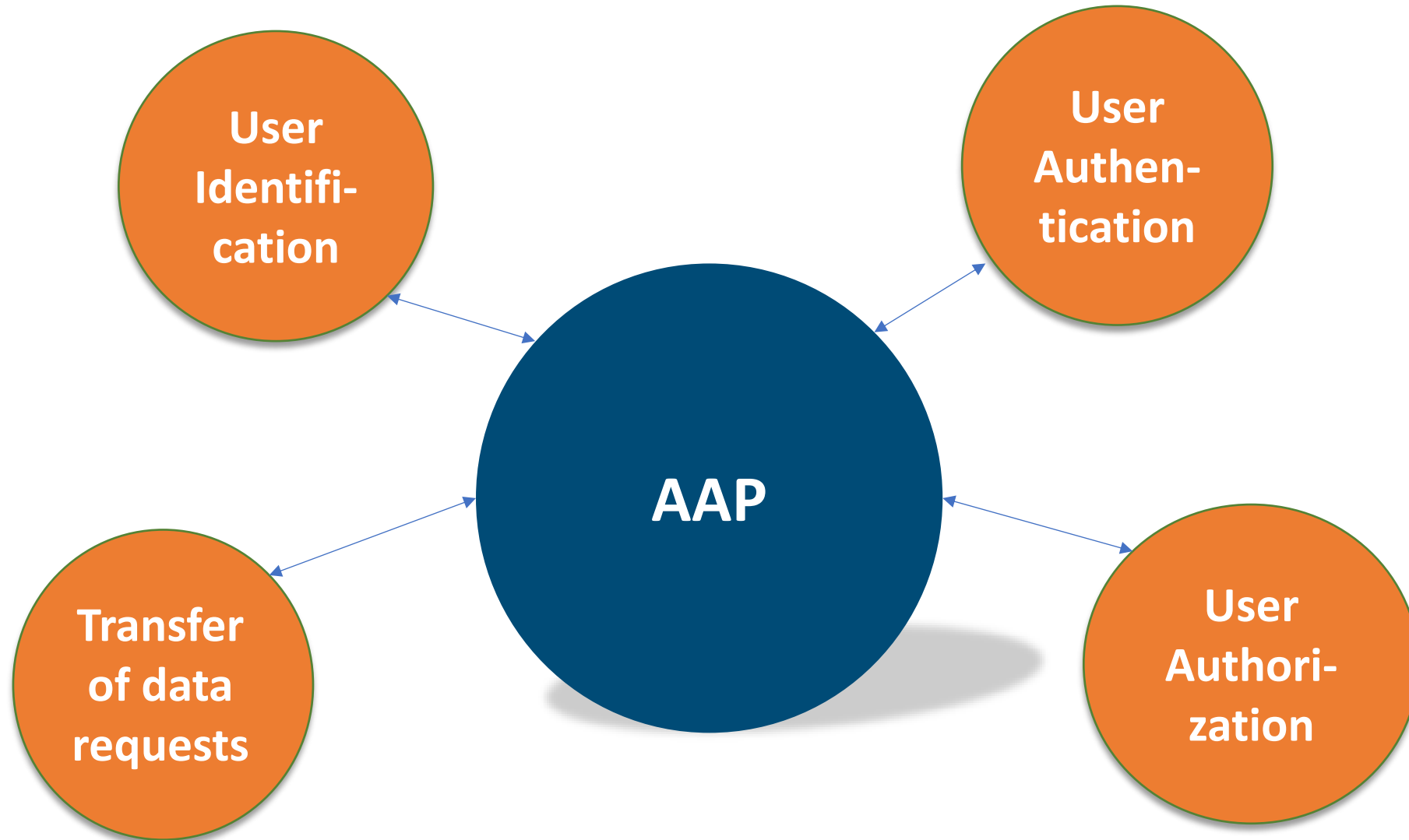
I. AAP in eFTI context



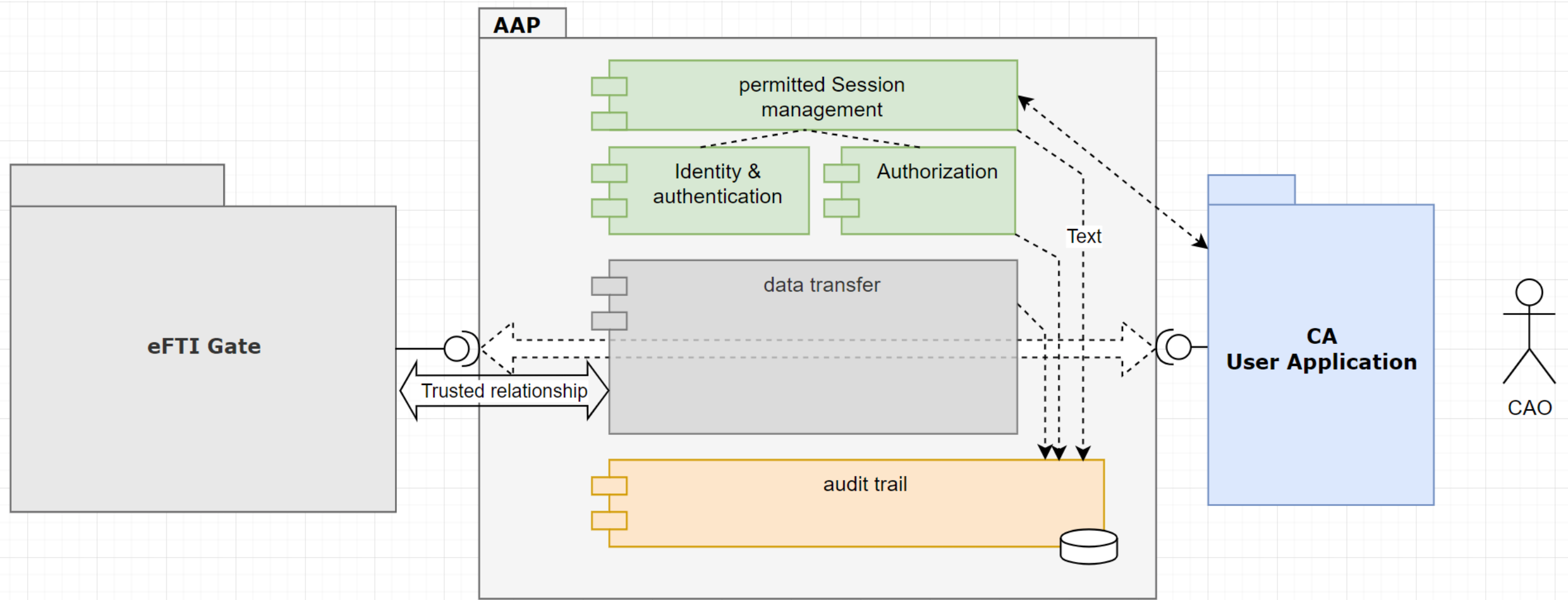
I. AAP in eFTI context



II. Functionalities of an AAP

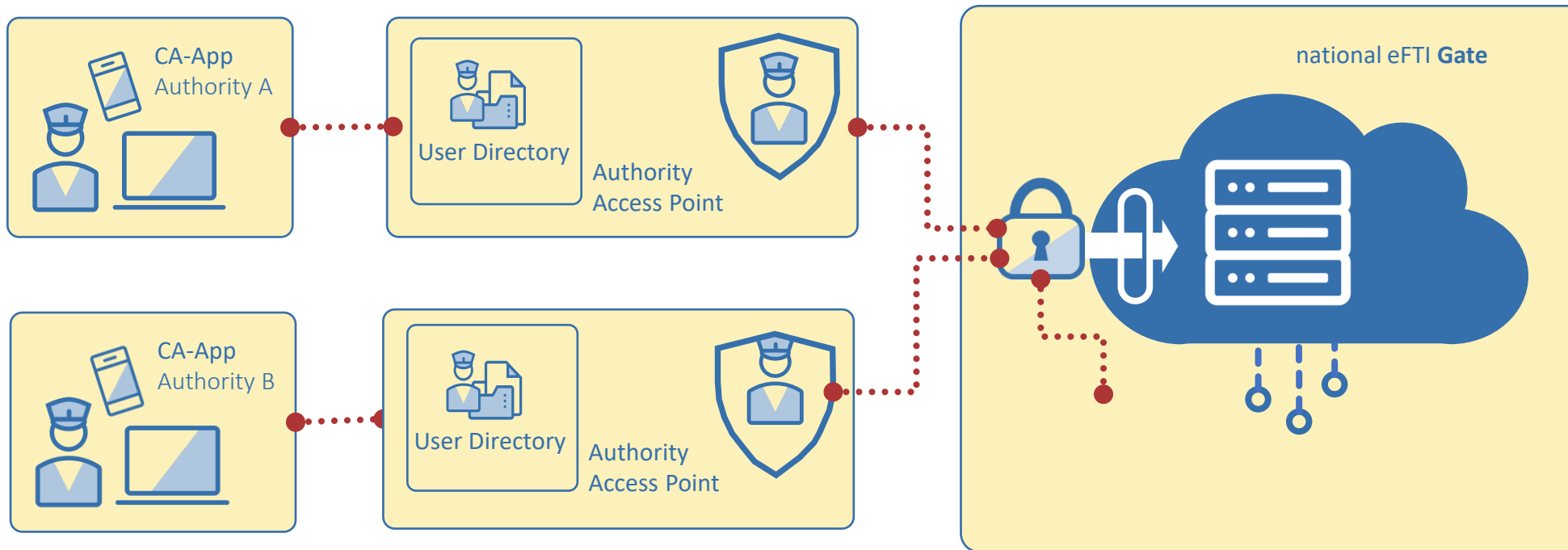


II. Functionalities of an AAP



III. Connecting Authorities to an AAP

(general view)

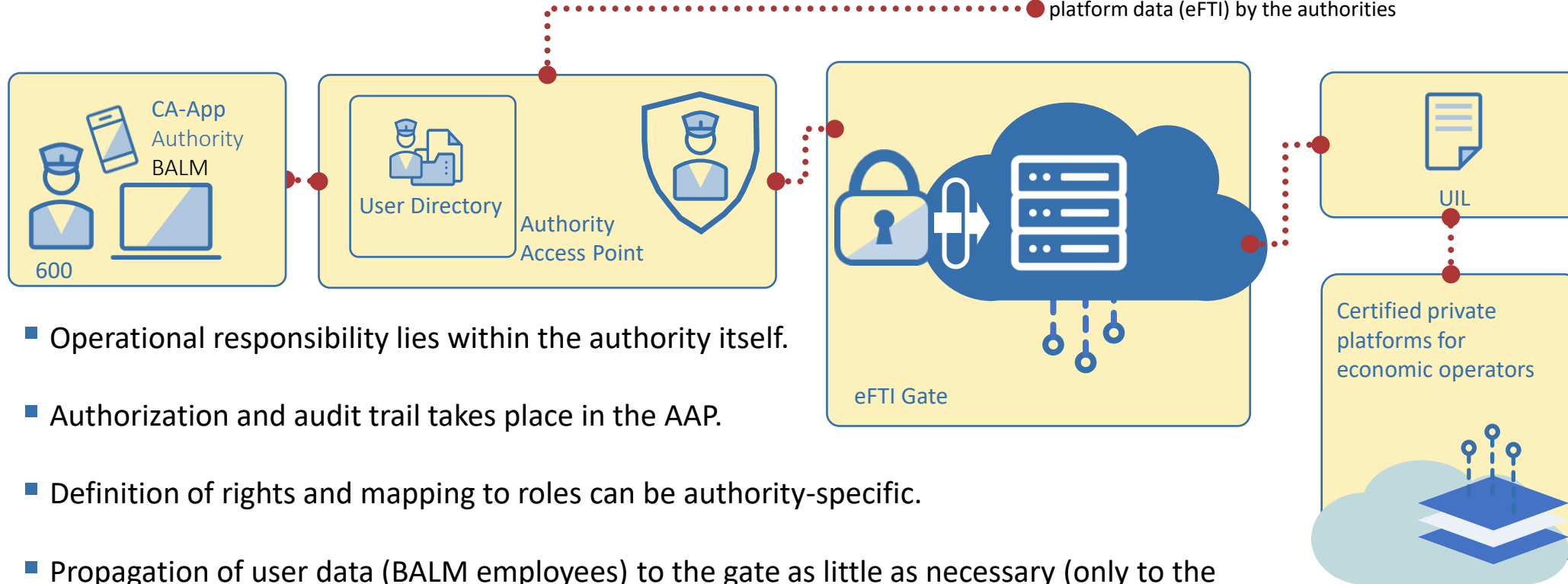


III. Connecting Authorities to an AAP

(specific view)

Routing of data traffic through the AAP into the gate.

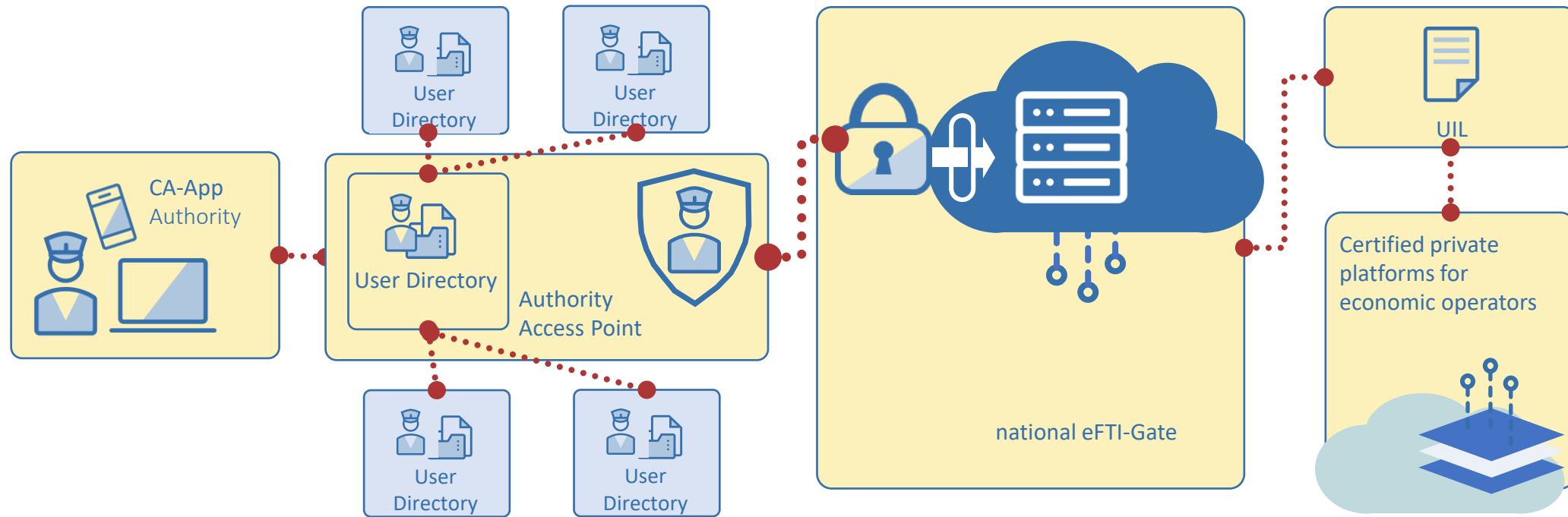
Audit trail to prove the authorized use of the platform data (eFTI) by the authorities



- Operational responsibility lies within the authority itself.
- Authorization and audit trail takes place in the AAP.
- Definition of rights and mapping to roles can be authority-specific.
- Propagation of user data (BALM employees) to the gate as little as necessary (only to the extent required by the implementing act).
- Interface between AAP and gate as the only network connection to the authority network (trustworthy).

IV. Recommendations

Connection of various decentralized user directories to an AAP is also feasible:



Such an AAP can then also be used as an internal AAP in the Gate.



Bundesamt
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Thanks!

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Q&A Session

Thank you for joining us!